VOLUME IV NUMBER 28 "The Motorcycle Enthusiasts' Weekly Newspaper" July 27, 1967

CYCLE NEWS

25¢

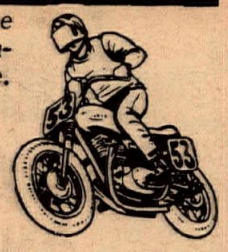
Roger Reiman (55) and Gary Nixon (partially hidden behind (25) Cal Rayborn get ready to start their thrilling heat race duel, which Reiman won. The championship outcome was a different story however (see pages 5 thru 7). Coming up on the inside is (80), Washington's Emil Ahola.

Photo by Vic Ebbutt

CYCLE NEWS NEWSPAPER
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SPORTSMAN SCRAMBLES at Hayward Speedway on Depot Rd. Class "C" tires only. $1.50 to ride or watch. Sign-ups start at 4 p.m. until 6 p.m. Practice from 4:30 to 6:30 with 1st race starting at 7:30 p.m. NO PHONE-IN entries will be accepted.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8–SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654–9972 or 253–5782 or 695–7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

EVERY SATURDAY NIGHT

SCRAMBLES at Hayward Speedway, on Depot Rd. in Hayward, Calif. AMA sanctioned, class C. tires only. All classes, except women's events. All number plates must be of legal size. Signup begins at 4 p.m., practice at 6:30 p.m., first race at 7:30. No phone entries accepted. For further info. call Mel Selby at (415) 783-9922.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 22 ½ mile (nite) Converse, Indiana
Aug. 6 T.T. Wabash, Indiana
Aug. 20 ½ mile Converse, Indiana
Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

NOTICE OF CANCELLATION

All races at the Dunes Speedway in Coos Bay, Oregon have been cancelled for this season.

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

July
21 Ascot Nov. T.T. (Natl. Qual.)
22 Ascot 50 Lap T.T. National
Aug. 5 Ascot T.T.
12 San Gabriel T.T.
26 San Gabriel T.T.
Sept. 2 Ascot T.T.
8 Ascot Nov. ½ Mile (Natl. Qual.)
9 Ascot 8 Mile National
23 San Gabriel T.T.
30 San Gabriel T.T.
Oct. 7 Ascot T.T.
28 San Gabriel T.T.
Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Aug. 6 — 110-Mile Road Race, Indianapolis Raceway Park, Ind.
Aug. 13 — 20-Lap TT, Peoria, Ill.
Aug. 18 — Formula C Short Track, Santa Fe Speedway, Hinsdale Illinois.
Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 — 150-Mile Enduro, Schuyler City, New York.
Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 — 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 — 135-Mile Enduro, Camden, New Jersey.
Oct. 8 — 100-Mile Enduro, Busti, New York.
Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

Aug. 6 — Sportsman TT, Maltby M.C.
13 Scrambles, Greater Seattle
20 — Kidney Fund Scrambles, Shelton, Wash.
21 — Drag Race (M.C.'s only) Puyallup Drag way.

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

THURSDAY, JULY 20th

PROFESSIONAL SHORT TRACK promoted by Barkheimer and Murrel at Chris Beck Arena in Santa Rosa (at Sonoma County Fairgrounds) Calif. Purse $450 or 40%. Pit gates open 5:30 pm, practice 7 pm, races at 8:30 pm. AMA sanction.

SATURDAY, JULY 22nd

50-LAP NATIONAL CHAMPIONSHIP TT, sponsored by J.C. Agajanian and held at Ascot Park, 183rd and Vermont, Gardena, Calif. $6,700 purse. Racing starts at 8:30 pm. Qualifying Friday night, plus complete Novice show.

TT SCRAMBLES at Josephine Co. Fairgrounds, Grants Pass, Oregon. AMA sanc. Start at 7:30 p.m. Entry fee $2.00. Signup from 3 to 7 p.m. Riders' wives and children free.

SUNDAY, JULY 23rd

TT SCRAMBLES at El Mirage Dry Lake bed. Heats, Semis and Main Events. Two classes: 0-80cc, 81-125cc. $3.00 entry fee with 75% going for trophies. Half-mile track. Beginners welcome. First event at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime. Sponsored by Hi-Jinx FMC of Norwalk.

SCTA ENGLISH TRIALS in the San Diego area. Located near Miramar Naval Air Station on Miramar Rd. Follow the San Diego Frwy past Del Mar to the Miramar Rd. turnoff. Starting time 10:30 a.m.

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

MOTOCROSS in San Rafael, Calif. AMA sanctioned. Two miles north of Richmond at San Rafael Bridge. Take San Francisco cutoff—rest of way will be limed and marked. Class A traction, all classes including girls. Signup and practice 9 to 11 a.m. First event at 12:30. $1.50 ride or watch. For further information phone (415) 456-0335.

SCRAMBLES at Ingram Canyon, south of Tracy, Calif. New, improved track! AMA sanctioned. All classes provided there are six or more entries (including women's classes) $1.00 ride or wstch. Signup 9 to 11 a.m., practice 9:30 to 11:30, race at noon. For information call Bill Faulkner at (112) 463-7283. Presented by Stockton M.C.

POKER RUN, presented by Solano Eagles M.C. Start and Finish at Blue Rock Springs, Vallejo, Calif. Take Interstate 80 to Columbus Parkway turnoff. Free coffee at start, free eats at finish. Signup at 9:30 a.m., start 11 a.m. 100 miles for $2.00 entry. For further info. contact Stan Bernard at 104 Fields, Vallejo, Calif.

TT SCRAMBLES at Perris, Dist. 37 point run, AMA sanc. sponsored by Hawthorne Gophers. Practice 50—250cc at 8:30, larger bikes (all 3 classes) practice at 12:30. First race at 1 pm, Sidehacks welcome. Entry $2.00, admission $1.25.

EUROPEAN SCRAMBLES by Jackrabbits M.C. AMA sanct. point run. 5 mile course His and hers approved, $3.25 entry fee. Limed from Willowsprings Road and Rosamond Blvd. The Last chance Service Station. Trail bikes 8 am, Lgtwt novice 9:15 am, Lgtwt Amateur 10:30 am, Lgwt Ex. 11:45. Hacks 1 pm, Big Bore Ex. 1:45 pm, Big bike Am. 3 pm, big bike nov. 4:15 pm.

2nd ANNUAL KING OF WHITEMAN Road Race at Whiteman Air Park in Pacoima. $100.00 and a magnum of champagne to the winner. All GP and Production classes eligible. Gates open for practice and tech inspecting at 9 a.m. Racing begins at 1:30.

SATURDAY, JULY 29th

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, JULY 30th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten mile loops. Trophies to 40% of the entry will be presented after the race. Shaded Picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

POKER RUN by Oxnard M. C. Start at San Fernando Valley H-D, 16113 Sherman Way Van Nuys, Coffee and donuts at start. Sign in from 8 a.m. to 10 a.m. Finish closes at 1 p.m. Entry $2.00 (mail in) $2.50 post entry. plenty of good food at finish plus trophies and field events. All paved roads Mail entries to Oxnard M.C. P.O. Box 1094, Oxnard, Calif. or call (805) 483–1549.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov. Ama. & Ex. will run for 40% of the gate. AMA sanct. Race at 6 pm.

SPORTSMAN ROAD RACE at Carlsbad Raceway. Sponsored by Playboys M.C. Races for classes of Grand Prix machines plus a production class for street lightweights. Pit gate opens at 9 am, closes at 11:30 am, Race 1:30.

AMA MILE RACE at Fairgrounds in Santa Rosa, Calif. Amateurs and Experts only. No novices. $2500 guaranteed purse. No advance entries required. Enter at the track on race day. Further info. from Harold Murrell in Fresno. Phone AM 8–8856 Fresno.

AMA SANCTIONED Scrambles at Fremont, Calif. Located next to drag strip on Durham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

HARE SCRAMBLES presented by Lost Coyotes M/C of Lancaster Non-Sanctioned, Fun Run, in the Holiday Hill area, 10:00 a.m. start. Three 20 mile loops, ambulance standby. District 37 riders, try us we will have sanctioned club in 68. Limed from 190th & Highway 138 (Weevil Inn) also west on Rosamond, Calif. Info, phone 805 26058 or 805 27603.

SATURDAY, AUGUST 5th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

CHAMPIONSHIP ROAD RACES - Combined 250cc and Novice show, AMA sact., promoted by Floyd Clymer at Indianapolis Raceway Park, Indiana.

AMA 40-MILE ROAD RACE for Novices only. Also Midwest Championship Bike Drags, 250cc Amateur-Expert Road Race. Promoted by Floyd Clymer at Indianapolis Raceway Park. (See August 6 Calendar)

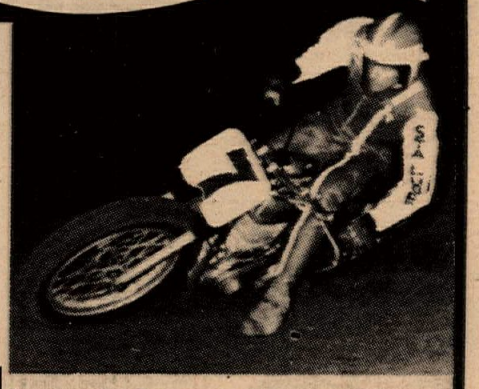
JC AGAJANIAN PRESENTS

50 LAP NAT'L. Steeplechase SAT. JUL. 22

Time trials & Qualifying Fri. Jul 21

With A Complete Novice Show.

Gates open 6:30 p.m. First race 8:15 p.m.



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7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

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Phone KI 7-5994

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

DEADMAN'S POINT EUROPEAN Scrambles, presented by Desert Challengers. $3.00 entry, no affiliation required. Pie plates o.k. 3 seperate one hour races. 10 a.m. All trail bikes. Large trophies, excellent campgrounds and picnic area. Course revised every month 11:15 a.m. All small bikes, 12:30 all big Bikes. Turn off Hwy 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

TT SCRAMBLES presented by Ventura Twin Wheelers. AMA sact. event will be held at northwest corner of Victoria Ave. & Channel Islands Blvd., Oxnard, Calif. Beautiful trophies. 0-200cc signup closes 9:30 a.m., race 10 am, 250cc-open signup closes noon, race 12:30 pm. Sidehacks welcome. Two rides guaranteed. Big bike Amateurs and Experts (250cc and up) will run first in the afternoon, Novices later. Race will be held on a new Ascot-type track, approx. 1/2 mile.

110 MILE NATIONAL CHAMPIONSHIP ROAD RACE - Floyd Clymer promotes it, AMA sanctions it, everybody wants to win it. At Indianapolis Raceway Park, Indiana. Plus 50-mile Amateur race.

SCTA ENGLISH TRIALS at Frazier Park Near Gorman, Calif. Big Friday and Sat. night campout in one of the many campsites of the area. Starting time at 10:30 a.m. Come and hear Scottish hillbilly Jack Ward sing some of your favorite songs, taste a few of Jim Cameron's hibachi hot dogs, and blow your mind.

SCRAMBLES at Salinas Valley Fairgrounds King City, Calif. New, Hard, fast track. Presented by Wheelers M.C. Practice closes at 11 a.m., signup at 11:30 a.m. Race at noon. $1.50 to ride, $2.50 to watch. No women's classes, adequate parking.

EUROPEAN SCRAMBLES, sponsored by the Los Ancianos M.C. at Encinata, Calif. Limed from Interstate 5 (101) and San Marcos Rd. Practice until rider's meeting at 9:45 a.m. First race at 20 a.m. 4-mile "interesting" course. Entry fee $3.00, AMA P.K. Please no camping! There is a slight possibility of dust, so don't forget your goggles!

SCRAMBLES SCHOOL at Perris California. Bring your bike, leathers, helmet, and $10.00 tuition. America's finest scrambles racers (Jim Hunter, John Rice and Monte Darling) will show you how it's done. Learn how to be "one up" on your fellow competitors by attending. Track opens at 8 a.m., instruction begins at 10. For further information phone (213) 785-2421.

CLASS C TT at Dehesa Speedway. Practice at 10 a.m., race will start at noon. Go out Hwy. 80 to Harbison Canyon Rd. and follow signs.

SATURDAY, AUGUST 12th

CLASS C HALF-MILE at Tulare County Fairgrounds, the slidin'est track in the west. AMA sanctioned. Purse two star or 40% gate. Racing begins at 8 p.m.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts, will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 adult.

AMA SANCTIONED Scrambles at Fremont, Calif. Loczted next to drag strip on Durham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

AUGUST 12th and 13th

4th ANNUAL BANNER GRADE RUN, presented by the Artesia Pioneers. Located at Julian Park, Calif. east of Escondido and West of Indio on Hwy. 78. Mail $.75 entry to 11814 East 223rd St., Hawaiian Gardens, Cal. Post entry $1.00. Finish deadline 1 p.m.

SATURDAY, AUGUST 19th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, AUGUST 20th

DESERT CHALLENGERS present European Scrambles at Deadman's Point. Seven separate one hour races for machines ranging from trail bikes to open. First race at 8 a.m. Genuine AMA point run. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

SATURDAY, AUGUST 26th

HALF-MILE RACING at Tulare County Fairgrounds. See rooster tails for the entire length of the straightaway. Exciting show starts at 8 pm, Purse two star or 40% gate.

SUNDAY, AUGUST 27th

STEEPLECHASE TT at Capitol Speedway in West Sacramento, No. An, & Ex. will run for 40% of the gate. AMA. Race at 6 pm.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

$2500.00 PURSE
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SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SEPTEMBER 21st – 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, OCTOBER 1st

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

THE RUMOR MILL

WOULD YOU BELIEVE?

* * * * * * * * * * * * * * * * * * * *

...That Honda warehouses are jampacked with motorcycles because of slipping sales in the U.S. Sales of other brands are increasing at the expense of Honda's market.

* * * * * * * * * * * * * * * * * * * *

...That Al Burnett of Motorcycle Salvage, the Azusa used parts emporium, is taking a trip to the Eastern U.S. and England in search of hard-to-get motorcycles for dismantling.

* * * * * * * * * * * * * * * * * * * *

...That J.N. Roberts will soon be campaigning the moto-cross circuit in Europe, shoulder pads and all. Somebody offered him a factory ride.

* * * * * * * * * * * * * * * * * * * *

...That Harley-Davidson pulled all the factory Sprints out of road race competition.

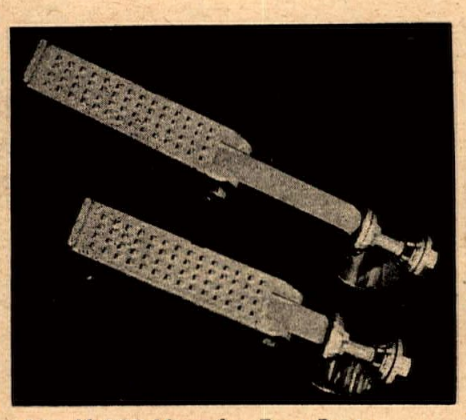
* * * * * * * * * * * * * * * * * * * *

AMA TO INITIATE NATIONAL POINT SYSTEM FOR SPORTSMEN

The AMA sportsman race program will take a giant step forward in 1968 through the initiation of a uniform point scoring system to be applied to all sportsmen events in all classes. Points will be tabulated regularly on high speed IBM accounting equipment as the race reports come into the AMA office. They will be available each month for publication. This will enable the sportsman rider to compete on any level which he desires – he can compete within his own club for high point honors or go on to state, district or national level.

At the present time the AMA keeps points on all professional racers and the enduro riders in the sportsman class. This is done for the purpose of advancement and to establish national champions.

In 1968, an estimated 50,000 sportsman riders will be able to compete for national recognition. The point program will reward the riders on a fair and equal basis since the points will have the same meaning in Rhode Island as they will in California.



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No. 3-4 3/4" Frame Clamp Foot Rests Complete .....$5.00 pr. Ret.

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Voice

ENTHUSIASTIC SPORTSMAN

While selling motorcycles some time ago in Orange County, I came across your very excellent weekly competition newspaper. I would very much like to subscribe to your publication, would you please send me the subscription rates? As soon as received I will send you the necessary funds so we can get this transaction under way and I can start receiving my "Cycle News."

By the way, I would like to mention that "Cycle World" magazine sent your address upon my request. I am an inmate at the state prison and couldn't locate your address, so I wrote them. Between the two publications (yours and "Cycle World") I should be able to keep well up on the wonderful sport of motorcycling.

Enthusiastically,
ALAN W. ANDERSON

KAPITOL KATZ MEOW FOR HELP

The Kapitol Katz are in desperate need of a proper insurance program for Sportsman Road Racers at Austin Raceway Park. The raceway requires $5,000 life, $3,000 medical and $40/week for a maximum of 52 weeks coverage for each rider. The AMA has been unable to help us. What does the AFM do? This coverage is required for all participants at a NHRA-sanctions track. Turn us on immediately.

JOHN BLANTON
Austin, Texas

(Insurance men arise! Please light Blanton's fire.)

BY CHUCK CLAYTON

Legislative Battle Nears Finish

On Friday, the 28th of July, the legislature of the state of California will adjourn until next January. Unless a miracle happens between now and the 28th, the motorcycle sport and industry in the Golden State will find itself hamstrung by a new set of regulations which on the surface appear to be reasonable efforts to make cycle riding safer, but actually underneath, are cunningly designed to discourage new riders from taking to two wheels.

New riders will be required to obtain a car drivers license before they can even begin to learn how to operate a motorcycle. If this isn't a classic case of putting the cart before the horse, I'll eat my eyeshade.

By the letter of the compulsory helmet law, you can be arrested for riding without a helmet in your own driveway!

Unless you are content waiting for a miracle, you should get busy right now writing letters, sending telegrams and making your opposition to A.B. 978 known to your state senator.

Next hurdle for the motorcycle danger bill is the California Senate Finance Committee. Let's try and bottle it up in there by communicating with the following members of that committee. Incidentally, we are indebted to Miss Barbara Dahms of Los Angeles for these senators' names and the districts they represent.

Senate Finance Committee
George Miller Jr., Chairman, Martinez.
Steven Teale, Railroad Flats
Hugh Burns, Fresno
Randolph Collier, Siskiyou
Richard Dolwig, Atherton
Donald Grunsky, Watsonville
Robert Lagomarsino, Ventura
Albert Rodda, Sacramento
Jack Schrade, San Diego
Alan Short, Stockton
Walter Stiern, Bakersfield
Howard Way, Exeter.

Letters or telegrams may be addressed to the Senators by name, care of the State Capitol, Sacramento, California.

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

QUESTION: *I have a 1967 Montesa 250 which has been ridden mostly on the road and a few times in the trails. Now it grinds and jerks going through the gears or when I turn the power on hard. I can't see anything wrong, but it feels like the frame is bending. And I have to adjust the chain 3 times in 500 miles. Have you ever heard of anything like it? C.C. – Long Beach.*

ANSWER: Yes, it sounds like another case of "Spanish Chain." Switch to #428 Diamond chain and be glad you've got a gear-driven primary. If your bike has run very long with the inferior standard chain, you may have to replace the countershaft sprocket. If so, it is advisable to fit a slightly larger counter sprocket, with a correspondingly larger rear drive sprocket to minimize chain wear. Also, use a good chain lube, like Dri-Slide on it occasionally. Don't worry about the Montesa frame. It's sturdy.

QUESTION: *Every time I go for a ride lately cops write me up for the most mickey mouse things. I mean moving violations. One more and I get a bicycle. I would plead Not Guilty but what's the use? Is there anything I can do to keep from getting tickets? I'm serious. J.S. – Orange.*

ANSWER: Assuming that your machine is legal, quiet and not a chopper, perhaps your problem is caused by "style" of riding. A conspicuous rider may be safer on the road, but he stands out in the eyes of traffic patrols. If there's anything about your riding that would cause others to be frightened for their safety or yours, you'll probably get a "mickey-mouse ticket" just to slow you down. By all means plead not guilty if you are sure you aren't. With your drivers license at stake, plus higher insurance premiums, isn't it worth a few days in court?

QUESTION: *Is it true I should change oil more often in summer than winter and why? J.I. – Chino.*

ANSWER: No, in fact just the opposite! In the winter your oil is diluted by unburned fuel that goes into the lower end when the engine is cold, thus the viscosity becomes thin. In the summer there is not much gas going unburnt to the crankcase and oil changes will be as frequently needed.

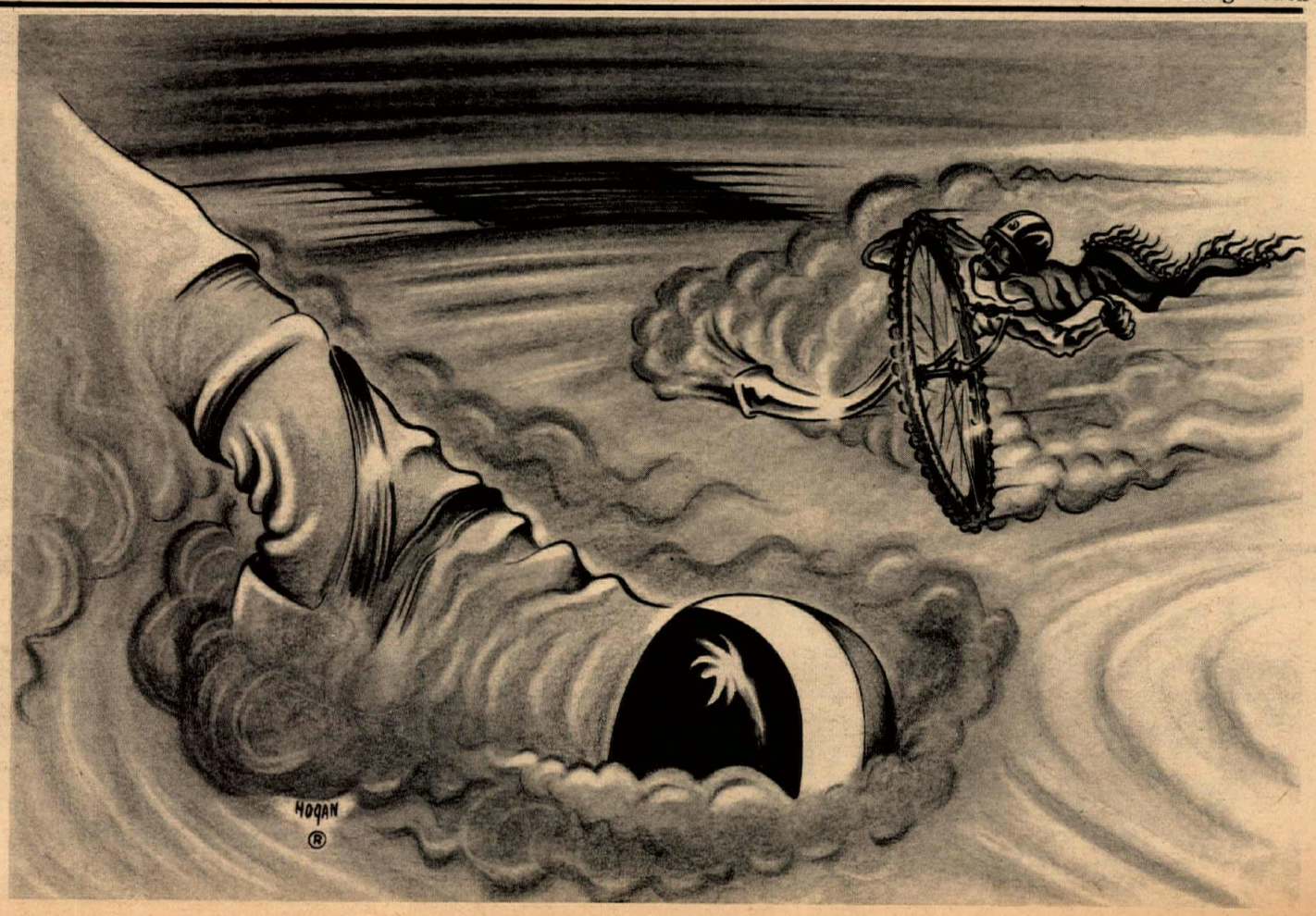
QUESTION: *I would like to know the address of Zundapp and NSU.*

ANSWER: ZUENDAPP, Gesellschaft Fuer Den Bau Von Spezial-maschinen M.B.H., 16 Moltke-strasse, Nuernberg 1, West Germany. N.S.U., Vereinigte Fahrzeugwerke, Neckarsulm, West Germany.

F.A. Marrs--Long Beach

★ Latest ★ ★ Results ★ From Cycle Slideway...

One of these men might win the International World Championship and get to caress the coveted flesh of Miss International World of 1968, Trophy Queen for this Cycle Slideway Championship. (Wait'll you see HER!) Will it be American Barge Charger, the hotshoe of whom graces the foreground of our picture, or will it be the hope of Latin American, personified by clean-living Pronto Via, whom we witness in a feet-up crossup as he feels out the fine, smooth track in practice. Or it could even be the English favorite Sir Runchappe or the Oriental champion Takahashi who'll be coming out on the track to take their measure next week!



NIXON AND TRIUMPH GET REVENGE AT 20-MILE NATIONAL CHAMPIONSHIP

How d'ya like that! The guy wins the race and then kisses his—MOTHER? For once Gary Nixon's wife (striped suit) isn't jealous of the trophy girl. George Roeder, second place finisher stares pensively at his gas tank after losing a close one.

PORTLAND, OREGON

Photos by Vic Ebbutt

Harley-Davidson leveled its big guns against the field last Sunday afternoon in attempt to keep their national win streak going on the West Coast.

The Milwaukee brand had already won the Tulare and Castle Rock events and was looking for three in a row.

Until late in the race it looked like it was going to be just that as Fred Nix, the defending 20 mile champion, had taken fast time trial honors and won his heat race. George Roeder and Roger Reiman also won their heat race events and the only non-H-D rider to crack the heat winners circle was BSA-mounted Dick Mann.

Reiman took the measure of Nixon in his eight mile warm-up, Fred Nix topped Sammy Tanner, Mann beat Draayer and Roeder, who had the fastest heat of the day, turned back Lawwill.

Markel Sidelined Again

The first setback came in the first heat when ace Bart Markel had second place all wrapped up with less than a half a lap to go. The engine quit at this point and Markel was towed to the pits and out of the Main Event.

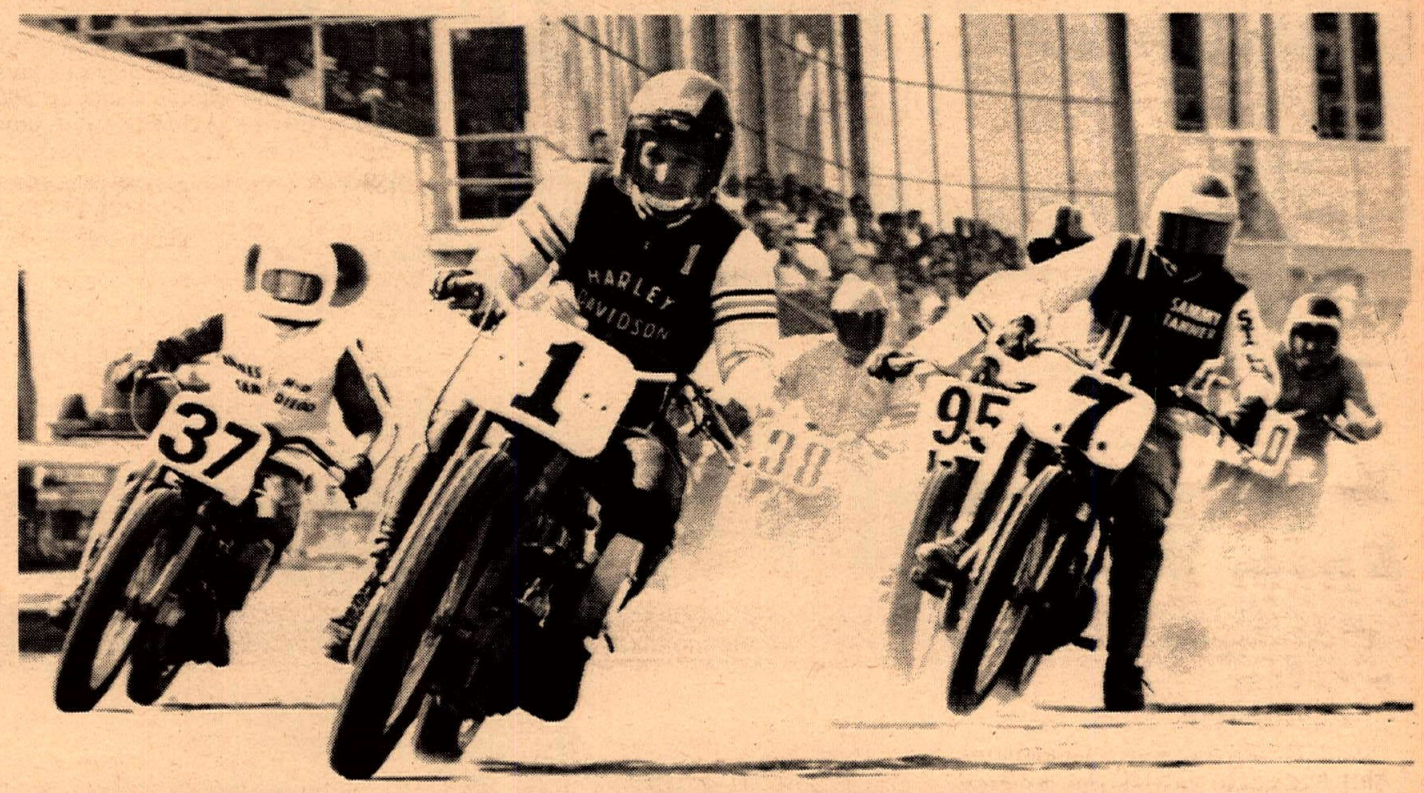
A record amount of lap money had been posted for this event and over $100.00 was riding on the leader of the first lap. Chris Draayer shot to the front and took the money back to Utah before he lost his skid shoe and had to drop back and settle for 4th place.

Biggest lap prize winner was Fred Nix who took over on the second lap and led all the way through lap ten before Roeder caught him and took the lead. The Ohio farmer then led for five before Nixon moved up from third to take over on lap 16 and go on for his 10th national win and third title this year.

The race for second went right down to the finish line with Roeder coming from third to edge Nix for second just as they crossed the finish line.

Both Dick Mann and Reiman worked their way up to fifth place during the 20 rider Final but both went out with engine troubles. There were no spills or accidents during the entire racing program.

Continued on pages 6 & 7.



Bart Markel, America's Grand National Champion, injured his sliding foot in an earlier event in the Northwest area, but in true "damn the torpedoes" fashion, qualified and ran the heat race despite severe pain. He is shown here leading Mel Lacher, Sammy Tanner and Fred Nix before he dropped out. Another guts ball award goes to Evel Knievel, who brought the house down by jumping 16 cars, despite an injured hand.

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NATIONAL CONTINUED FROM PAGE 5

A near capacity crowd of 13,000 racing fans watched the first mile event in the Northwest since 1955 from the air conditioned grandstand at left. Among the unusual luxuries found at the Portland national was a buffet dinner, served upstaris in the Turf Room.
Below the air conditioned fans a spectacle of speed and sound unraveled as a multitude of the country's finest sliders, decked out in brightly colored leathers, spewed rooster tails of dust and grit from their rear wheels for twenty long laps.

Odom Switches, Still Wins

Jimmy Odom, the rider who carried the Triumph banner in the previous two Amateur national events, switched to Harley-Davidson this time and saved the day for Milwaukee.

The nation's leading Amateur clocked the second fastest time trial with only two laps of practice, won his heat race and then captured his third straight Amateur win on the national trail.

He led the early laps of the Final before being passed by Earl Lout. Lout, the Louisville winner in June, came on strong to take the lead only to drop out with a dead engine late in the race. Odom was sponsored by Fred Nix, Lout by Dud Perkins.

Fast time Amateur honors went to Roger Goldthwaite on his Enfield single and then the surprising young man, who was riding in his first mile event, came back strong to finish second in the Final to Odom.

Jan Crawford, Ascot's high point Amateur half-miler, was the last rider to make the Final but came from the back to finish third.

Gary Nixon about to zap George Roeder for the lead. The converted horsetrack was a little rough and bounced lightweight Nixon higher than the others in the first turn.

The largest crowd to ever see a cycle race in the Portland area was on hand to see the first race held at Portland Meadows since 1955. The race was co-promoted by Jack Leigh and Harold Younkers and the air conditioned grandstand was a big hit with the more than 13,000 fans who came to view the big one.

RESULTS ON PAGE 16.

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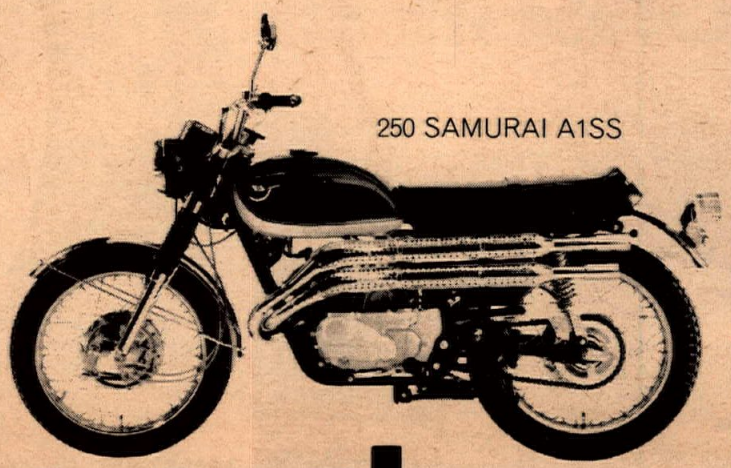

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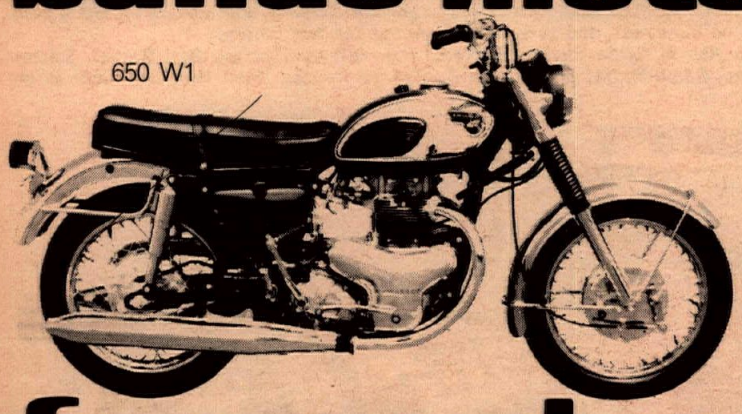

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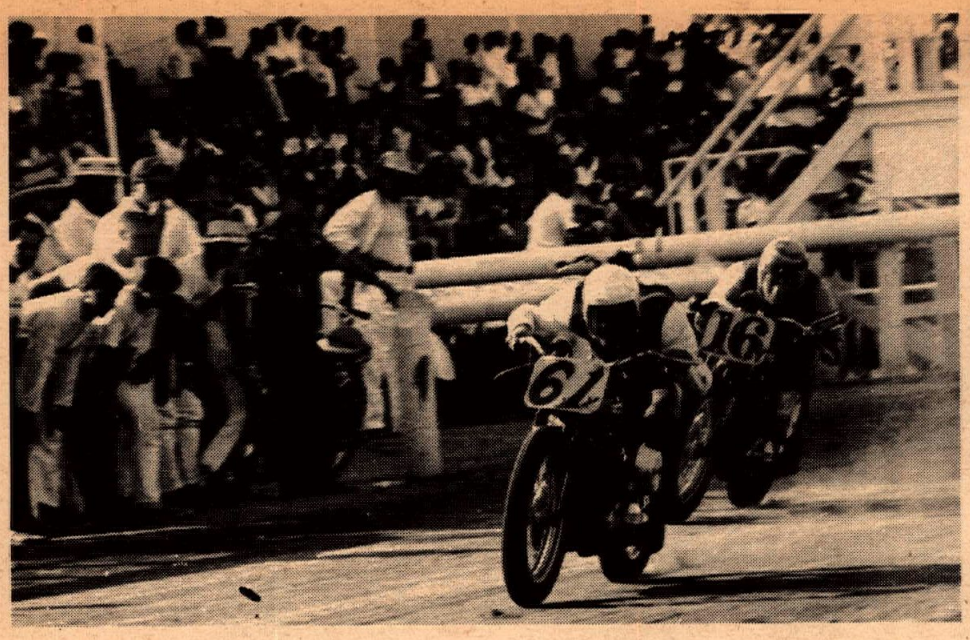
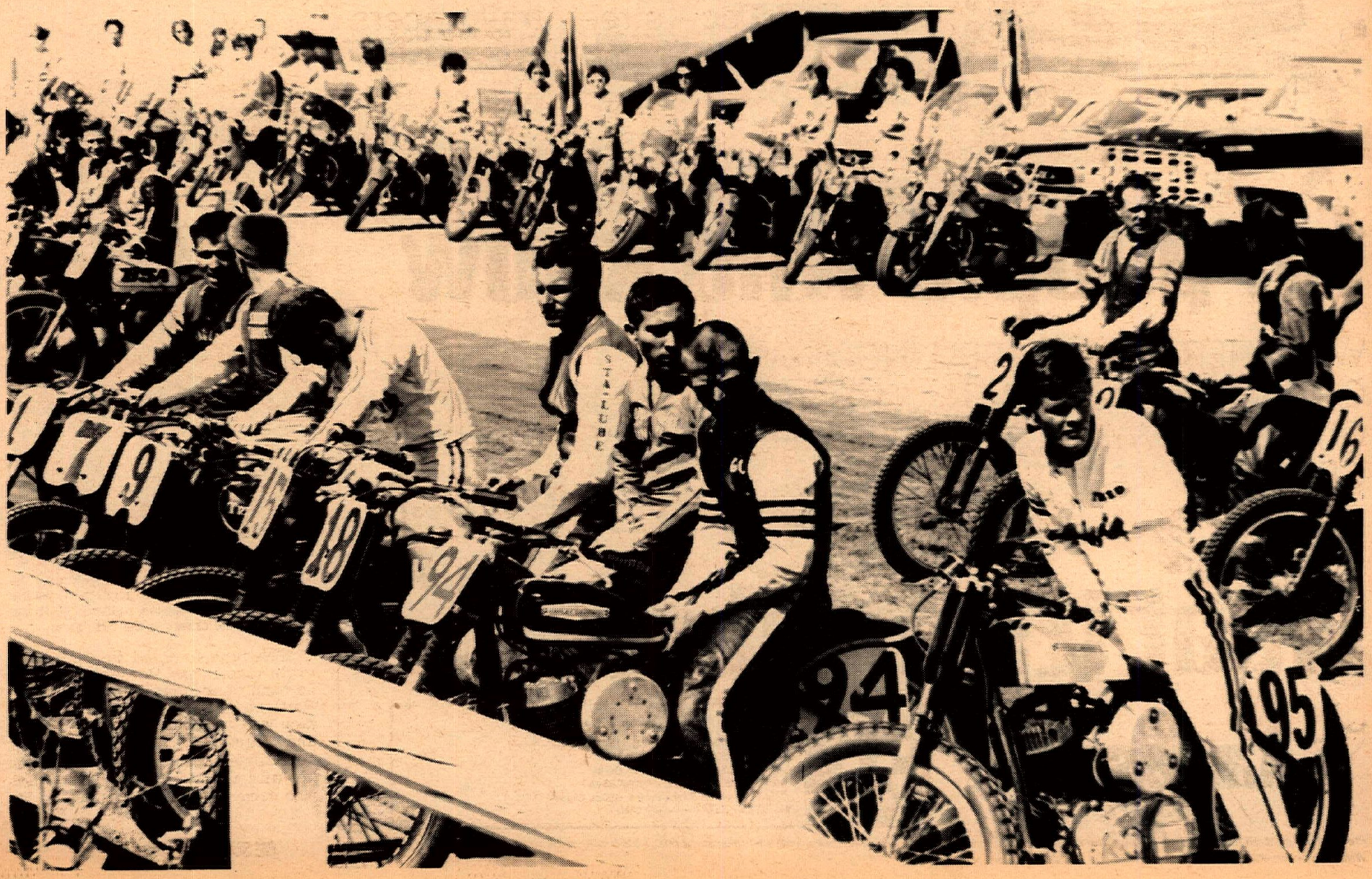


ABOVE LEFT: Earl Lout did some fancy riding and almost beat Amateur favorite, Jim Odom, until something went wrong in the late laps.
CENTER: Jimmy Odom switched brands for Portland and brought home the honors for Harley-Davidson. Also in the picture are Roger Goldthwaite, second place man, trophy girl and co-promoter Jack Leigh.
ABOVE: Gus Lauer demonstrates techniques used to get old Indian Scouts underway: Get a hold of your tongue, turn on the power, and ge-e-e-ently release the foot clutch.
BELOW: The Who's Who in Cycle Racing. Pictured from left to right are Bart Markel, Sammy Tanner, Gary Nixon, Ralph White, Mert Lawwill, George Roeder, Fred Nix, and Dick Mann (second row).



HOT TIME IN OLD CALICO

by Joe Timmons

Despite blistering 115 degree heat at El Mirage, the HI-JINX annual "Calico 50" was held with all the magnificence and excitement of a professional race. The one and ½ mile track was tightly wound through sagebrush and sported a challenging jump midway through each lap.

There was an unusually large attendance of onlookers cheering on favorites. A few cyclists decided to watch also in lieu of the heat. The race began with a Le Mans start.

As the race progressed Fred Mendez of the HI-JINX, unable to finish the race, elected to aid the rest of the field in their pursuit of the finish line. He began providing water to those racers who wanted it. Even riders who declined to take time to stop were happily doused. It was probable that very few would have finished the race otherwise.

After almost two and one-half hours of hard, hot, and hectic riding the judges decided that the field positions were unchanging and mercifully halted the race after about 43 miles, 7 short of the intended distance. The winner and places were declared by the present field positions.

James Harmon, a newcomer to the "Calico" races took first place on his Yamaha 100cc single, with Frank Vallefuoco of HI-JINX second on his Yamaha 80cc. Frank was first in the 0-80cc class and Jim was first in the 81-125cc class. C.L. Mackie, the winner of this year's "Calico 100", placed third overall and second in the 81-125cc class on his stock Honda S90.

El Mirage Dry Lake Bed is also the scene for TT Scrambles on July 23, as announced elsewhere in CYCLE NEWS. (Results on page 16)

TT SCRAMBLES RETURNS TO GRANTS PASS, OREGON

by Virginia Copeland

After a months absence TT Scrambles racing returned to Josephine County Fairgrounds July 8th at Grants Pass, Oregon with 97 riders signed up to race. The sponsoring club, Rogue Valley Riders Inc. had some special attractions lined up for spectators as well as the excellent races.

Exciting Competition

Races got underway at 7:30 p.m. with the 100cc class. Wes Word, on a Bultaco, from Grants Pass, Oregon walked off with all the honors in that class. Rex Pittullo of Myrtle Point, Oregon, on a Bridgestone, and Gene Schneider of Grants Pass on a Bultaco gave him a good run for his money but couldn't quite get the best of him. The 200cc class came to the line and it was Bob Harrison from Crescent City, California, mounted on a Montesa, all the way.

The 250cc class had no real close competition but the spectators got a real thrill watching Ralph Woldman of Fairfield, California ride. Ralph was home on leave from the service and that boy can flat ride. It's been a long time since Grants Pass has seen a boy ride as pretty as he did. Fritz Espy of Grants Pass, on a Honda, had a little trouble in his heat race, but came back to win the "B" Main and then advance to the "A" Main and win it.

The 650cc class saw different winners in each event. Tom Woodard, Coos Bay, Oregon riding a Triumph took the heat race, then Bob McLane, Grants Pass on a BSA moved in to take the Trophy Dash. Bruce Cox of Eureka, California Triumph-mounted, captured the "A" Main.

Relay Race

The races themselves were enough to give the spectators their money's worth, but the Rogue Valley Riders thought a little something different should be added. So they lined up a team relay race with a 12 team limit three men per team, each man to make three laps. The first 12 men got their bikes on the line and had a LeMans start. They made their three laps then had to stop their bikes in a circle, get off and run tag their partner so he could start his three laps. Boy you should see those guys come into that circle, drop their bikes and start running. Some don't even wait for the bike to stop before they are off and running. Ralph Woldman, Fairfield, California 250 Suzuki and Bob Vaughn, Grants Pass, Oregon, 500 Triumph came out the top team.

Then came a little comedy to the track as two radio announcers from K.A.G.I. in Grants Pass mounted mini-bikes and put on a one lap race. Neither one had ever been on a mini-bike before. Roger Egger came out the winner after they exchanged the lead several times and came out of the last corner in a dead heat. The two announcers now have a challenge out to any other two disc jockeys in the state to race them at the next race July 22.

Wall of Fire

Anyone would think this would be enough thrill for one night but not so. The club had lined up a rider to go through the wall of fire. The crowd quivered as Carlos Uribe, of Grants Pass, made preparations to do this feat. The wall was lit, Carlos started his run, ducked his head at the last minute and crashed through. A strip of flaming material clung to him and brought the crowd to their feet. He was blinded for a few seconds and got off the track but kept his bike up, got the material loose and made a lap around the track. What did he get for performing this feat? A slightly burned hand. Great show, Carlos!

So with the trophy presentation the show was over for this time.

(Results on page 16)

124 SLATED FOR TT NATNL.

J.C. Agajanian presents his first national championship cycle race of the year on Saturday night, July 22nd. It is the annual 50 lap national TT that will again start the 24 fastest experts that make it through the time trails on Friday night and the heat races on Saturday night.

The many Ascot Aces will meet the nation's top point riders from the national circuit for the first time in national competition. Riders such as Gary Nixon, Mert Lawwill, Chris Draayer, Bart Markel, Fred Nix and Roger Reiman will be on hand to match the proven TT ability of Skip Van Leeuwen, Eddie Mulder, Dave Palmer, Dick Hammer, Dan Haaby and Jack Simmons.

Nixon, Markel, Nix and Lawwill have all won at least once on the national circuit with Lawwill upsetting the majority of the Ascot locals in the recent Castle Rock, Washington national TT race two weeks ago. Lawwill also set a new record in winning his second national title – topping the times turned in by previous winners, Mulder and Palmer.

Fans who will be out for the first time this year on national night will also get to see the hottest Amateur in the nation, Jimmy Odom. Odom set new track records earlier this year at Daytona, Tulare and Castle Rock and Ascot should be no exception for this fine new rider that is rated as the best prospect in years.

Reserved seat tickets are on sale now at Ascot Park, Agajanian Headquarters. Call FA 1-5323 or DA 3-5055. Don't forget to pick up your choice tickets at one of the following before its too late:

Ed Kretz & Son, 417 E. Garvey Ave., Monterey Park. Phone CU 3-4277; Skip Fordyce, 14th & Main, Riverside, Calif. (714) 684-4747; Harley-Davidson Motors, 501 E. 4th St., Santa Ana (714) KI 7-5994; Floyd Emde Co. M.C., 1302 National Ave., National City, Calif. Phone 474-1568; Floyd Emde Co. M.C. 929 Columbia St., San Diego, Calif. Phone 232-2948; Floyd Emde Co. M.C., 5476 El Cajon Blvd., San Diego, Calif., Phone 286-1611.

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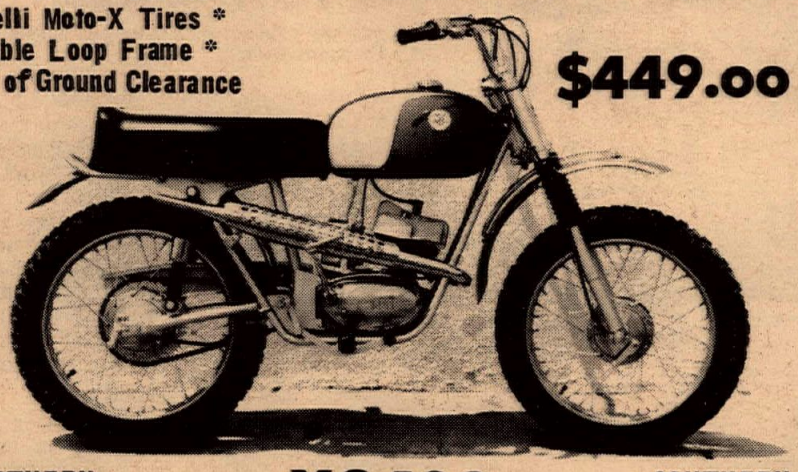

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The 230cc Wildfire street machine, and a handful of 230cc Plonkers (observed-trials) are on the water now. They should arrive in about three weeks.

We stock spares and dealer tools. We will receive parts books, owner manuals, and shop manuals (in English) within three weeks.

We do not have a master list of Ossa dealers franchised by previous distributors. Therefore, if you have been an Ossa dealer, and you want to obtain our franchise, please inform us immediately. We'll give you preference, if you'll tell us who you are; but we can't hold off other dealers, who want to handle the line, if we don't hear from you.

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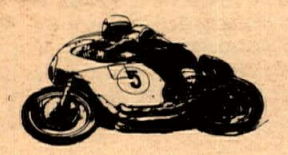
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NOTARY PUBLIC SAVES DAY FOR PERRIS RIDERS

Story & Photos by Maureen Lee

With a last minute emergency ruling to contend with the Lightweights still were able to throw a smooth, well run race with events over at four o'clock and everyone got to run the big course! Marvelous, eh what?

John Rice: "What happened to the rest of the guys?"

The emergency ruling is that now to ride any District sponsored events, minors have to have a notarized statement from parent or guardian. This rule came out fast and more than probably cut into the gate for the Lightweights, but riders who did show up not knowing about it were saved by the hard work of Powder Puff Assn. President Eulene Long, who is a Notary Public.

All In A Day's Work

Armed with a bunch of forms, her stamp and with Jean Carter to approve each form, she was able to add twenty-odd riders to the Lightweights entries by taking the depositions on the spot.

She got so rushed at one point that she had to miss her third moto!

It was a change for the tiddlers to run that big course and fun too. Danny Hockie (Hodaka) had the lead in the Novice 100cc class but was finally nailed by Jim Meriscal on a Honda, with both boys really riding hard.

The 125-200cc class was a little frantic on each start. Gary Stephens on a 120 Kawasaki was given a small handicap each time out, but by the time they all hit that first turn, the gang was right with him. But he didn't appear to be the nervous type and ended up with a nice fourth place.

Greeves-mounted Gary Bailey took the win with a day that brought smiles to distributor Nick Nicholson since it turned out to be a good day for the Greeves Group. Nick had his new 360 on display and other Greeves in the top places were Jim Connolly, who won a wild 250 Expert class with Gary Bailey in second, while in the 250 Amateur class, Gordon Johnson, back from Hawaii, took second behind the flying Suzuki of David Brooks.

International Flavor

Back to that 250 class ... wow! John Rice and Steve Stricklin's "Taco to ride, Larry Taylor was on his Pursang and Connolly and Bailey on Greeves. Then to mix up the whole pot into a full International flavor was Ray McCarty (English) on a Husky (Swedish). Gary won the first moto, then on the next two Ray McCarty blasted out into the lead and held it for quite a while until John got him in the second and Jim in the third. The rest of the herd swapped finishing places back and forth. It took the scorers more point counting than usual for that one!

ABOVE: A game of Follow The Leader over the jump.

CENTER: John Rice (far right) behind the pack in the 250 Expert class.

BELOW: Oops, somebody got caught with his pants down!

Golden Goldies

John Rice appeared again on the line for the 350-500 Expert main aboard one of Jim Hunter's matching Goldies with Jim on the other one. Jim's blew but John's didn't and he took the win with a backward glance over his shoulder to see where the others were. He had a line around the house turn completely unbelievable compared to what the customary "groove" is and we don't advise anyone else tries it they're likely to make their melon. We bet he won't teach that line as instructor at the next scrambles school which will be held at Perris! Next week he hopes to be out on his new 450 Honda. Now we'll really see some action with him and Monte Darling on Honda Haulers vs. the Birmingham Beezers, which include Golden Goldies and Victorious Victors!

Tommie Carroll wrapped up the Open Amateur class with two straight moto wins and Ben Fakkeldy breezed away in the Open Expert. By the third moto only three of them showed up, Darwin Ballard who took the second and John Larsen the third over-all man.

(Results on page 16)

DRAG RACING

by Bob Ebeling Photos by Doyle Gray

A few remaining minutes of qualifications changed the entire racing program in the run-off of Top Eight Gas Dragsters at Irwindale Raceway last Saturday.

Joe Smith's 80-inch Harley Davidson, sponsored by Sta-Lube and Laidlaw's, was in the number one spot with an 11.09 second elapsed time and Art Houston's 40-inch Triumph was on the bump spot with a 12.66 qualifying time.

The pit director filled in a special sheet with names and E.T.'s of those who made up the top eight list for delivery to the drag strip's control tower and broadcasting to the local world. It was a move made too soon, for a Ford Ranchero pulled into the pit area with M. Disharoon and his Harley Sportster. Len Jasmin was virtually on his heels with a new 40-inch Triumph and Bob Micheals as the rider.

Tears In His Eyes

Art Houston viewed the arrival and looked towards the list of top eight with visions of his name being removed as quicker times were turned by these new arrivals.

Disharoon hastily unloaded and primed his 55 incher for the run to a place on the list. He made it! The Sportster's elapsed time was 11.61. Art Houston was bumped and Vince Rowles moved to that unsteady position, with a 12.51 e.t., recorded by his X-6 Suzuki.

Joe Smith had followed Disharoon to the quarter mile starting line, but few eyes were on the 80-incher, since its qualifying position was quite clear.

Engine Parts Go Into Orbit

Two third of the way down a quick quarter, all hell and cylinders broke loose and the overboard Harley's frame bent to grotesque shapes as the attached engine pieces tried to leave for other parts of the world. Remarkable handling of a machine in the process of disintegration brought the wheels to a safe halt.

Smith and Butterworth were out of the top eight and Houston was back in his tottering position of bump spot.

The 40-incher of Len Jasmin never made it on the list and as eliminations drew around Disharoon was number one with Houston eighth and six other great racers filling the spaces between.

Round One

Disharoon's Harley trounced the 40-incher of Houston. Nira Johnson's Sta-Lube Triumph made an easy win over Vince Rowles' red light start Suzuki and Bob Braverman put his 305cc Yamaha through the lights ahead of Bruce Miller's Harley Sportster. Wilcox and Nance were up to the line for a BSA vs. Triumph duel. Nance took a quick leap ahead of the BSA and won the round.

Modified Yamaha rider concentrates on the "Christmas tree" before banging home the clutch.

Second Time

Half are gone and half remain, but only for the time required to run two races.

Disharoon and Nira Johnson provided a close one. Nira was the loser with an 11.93 second elapsed time.

Bob Braverman's Yamaha and Nance's Triumph made 2/4 exhaust harmony at the starting line but Braverman's reached a high note before the green and drew a red light.

Final Round

Harley Davidson and Triumph has always provided keen competition and, if wagering were legal, the bookies would give no odds in either machine's favor.

Disharoon nearly blew his 10 inch advantage with a bungled shift, but stayed ahead of the Triumph. Disharoon turned an 11.86 elapsed time at 113.00 mph. Nance was through the lights in 12.31 seconds with 107 mph.

Street Bikes

Lionel Beard and brother Ken brought two Triumphs to Irwindale from Mason Mtrs. of Pasadena and Lionel secured the B stock trophy with a 14.07—92.97 run. Their second machine was in B modified but met a sound defeat when Dick Strickland went by with his BSA turning 13.41—98.00 mph.

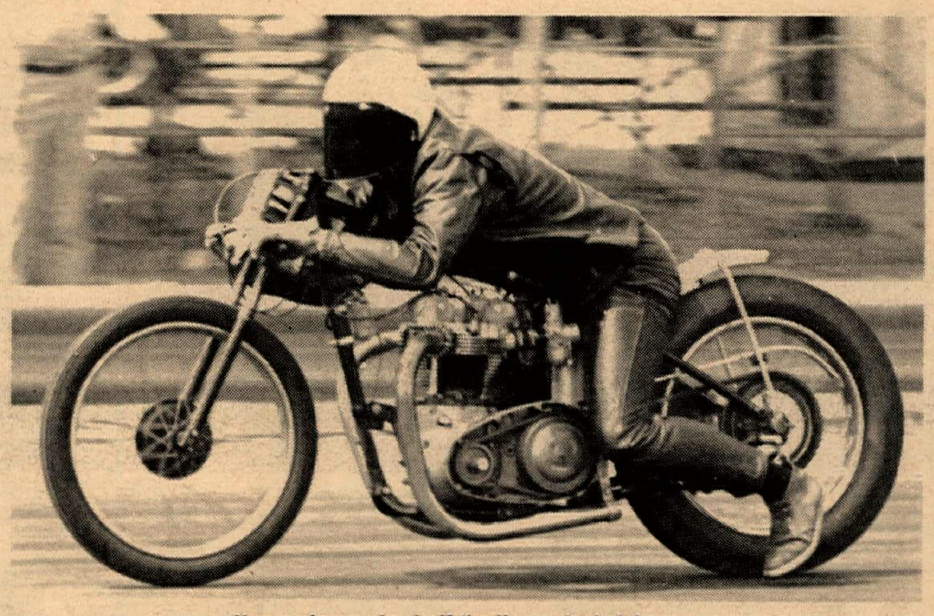
Lions

Glory be, the aroma of fuel must have special attractions, for Bruce Miller and Bob Braverman tipped the can to their respective machines. Maybe we underestimate the power of gasoline, for later in Sunday's action, Braverman went back to the common pump fluid and blew a piston on his Yamaha. Miller stayed with brand X nitro but there was no e.t. or speed turned in. Ray Downard received top fuel honor for Skip Fordyce as he turned a winning 12.12—116.38 on his Honda 350.

Next Sunday, Lions offers dollars galore in the street, gas and fuel divisions. If you want a winners check, just be the quickest or the luckiest drag racer around, better yet, be both!

(Results on page 16)

Johnny Estes and his 60-inch H-D Sportster get ready to shake up the troops in the Triumph camp.



Nance charges hard off the line at Irwindale.

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SUN AND WATER TEST TRIALS RIDERS

by Richard Eton

The sun poured down its scorching rays to warm the contestants in the July 9, S.C.T.A. English Trials meet, held at Lopez Flood Control Basin in the foothills behind San Fernando.

Boots Full of Water

The riders were treated to one of the finest "short-course" trials of the year. With plenty of water rushing down the canyon, even this late late in the season, the riders found themselves contending with soggy electrics and an occasional boot full of water. The amateur course consisted of seven skillfully layed-out sections, calculated to test the skill of beginning trials riders. Those who managed to keep their sparks dry and their heads cool found the three tours of the circuit great fun.

Expert's Course

The experts and master divisions had four laps through separate, more difficult sections. One of the traps your correspondent found most interesting to ride is described from the rider's stance as follows: You enter on a steep, soft downhill, running fast enough to keep from "high-centering" your crankcase as your front wheel starts down, but slow enough to keep from "endo-ing" on the downhill. You sweep gently to the right at the bottom, then do a a full 180 degree left, directly into the path of the swift stream current. Now the natural course of the stream is followed and it's hang on to those bars, pick your way through those slippery rocks (if you can), and hope you don't suck-up a bit of water.

Case Busters

At this point mother nature has spread a leafy, springy tree limb across the stream directly at eye level. After ducking through you are immediately confronted with three "crank-case buster" type rocks, easy enough to get through, however, if you take a good line and have the ability to shake off the the nervous tensions created by the first part of the section. Once through the rocks, you negotiate a gentle right on the tricky soft bottom of the stream and begin a short sand climb out of the stream. You pass between the end of section markers.

Several of the top riders were able to "clean" this section without touching down a foot.

The masters were unable to complete their rides due to the untimely arrival of the fire marshall who brought things to a screeching halt. Up to that point the fantastic, young Jim Wilson, 200 Triumph, and former Number One desert rider Jim Brunson, Greeves Anglian, were having a foot for foot, point for point battle for the Premier Award.

(Results on page 16)

TRIUMPHS STAR AT VEGAS

Throughout an exciting opening number, eleven Triumphs are on stage in the lavish "Ann-Margret Show" which premiered at the Riviera Hotel in Las Vegas. An entire dance routine is built around these motorcycles and rear-projection action photos helped to create a most unusual effect. Shown backstage, during rehearsal, are "Pete" Colman, Vice President and General Manager of Johnson Motors, Inc., western distributor for Triumph, and the pert movie star. Ann-Margret has long been a two-wheel fan and her personal motorcycle just happens to be a Triumph.

COLUMNIST TURNS MOVIE STAR

Roxy Rockwood, CYCLE NEWS columnist, announcer at AMA professional events and motorcycle policeman in real life, will put on yet another hat — that of movie star — in a soon to be released film on motorcycle safety.

The 30-minute color movie is entitled "Cycle Logic" and is scheduled to be shown at U.S. Air Force bases around the world. Two hundred additional copies will be made available to organizations and schools.

Cast in a familiar role, Roxy will portray a motorcycle policeman who will take several different kinds of cycles through demanding traffic situations. The film will be supplemented by Rockwood's narration of what he is thinking while riding.

Filming is scheduled to begin by F-M Productions of Hollywood during mid-July.

LATEST MODEL FROM THE BOLD WORLD

FLASH! Clutch Cargo's Zip Kits will be available soon!

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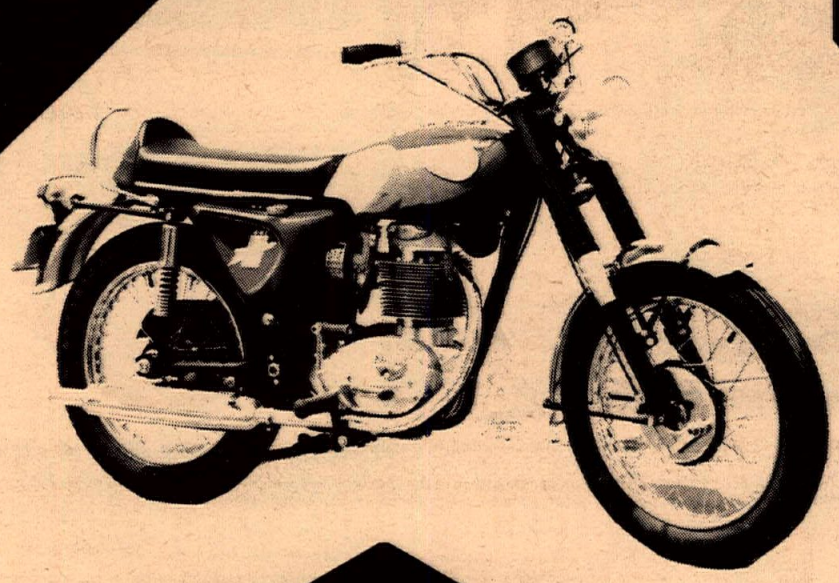

SOME RECENT BSA RESULTS:

Ascot Speedway, July 14
15-Lap Expert Main Event
1st SAMMY TANNER BSA

Lightweights M.C. TT
Perris, Calif. July 16
350-500 Expert Moto
1st JOHN RICE BSA
2nd TONY DENIUS BSA
500 Novice Moto
1st DAVE LENAR BSA
Open Novice
1st BILL NOBLE BSA

Irwindale Drag Strip
July 16 Superbike
BOB SIRKEGIAN BSA
11.36 e.t. 126 mph

Orange County Speedway
July 7 500cc Main
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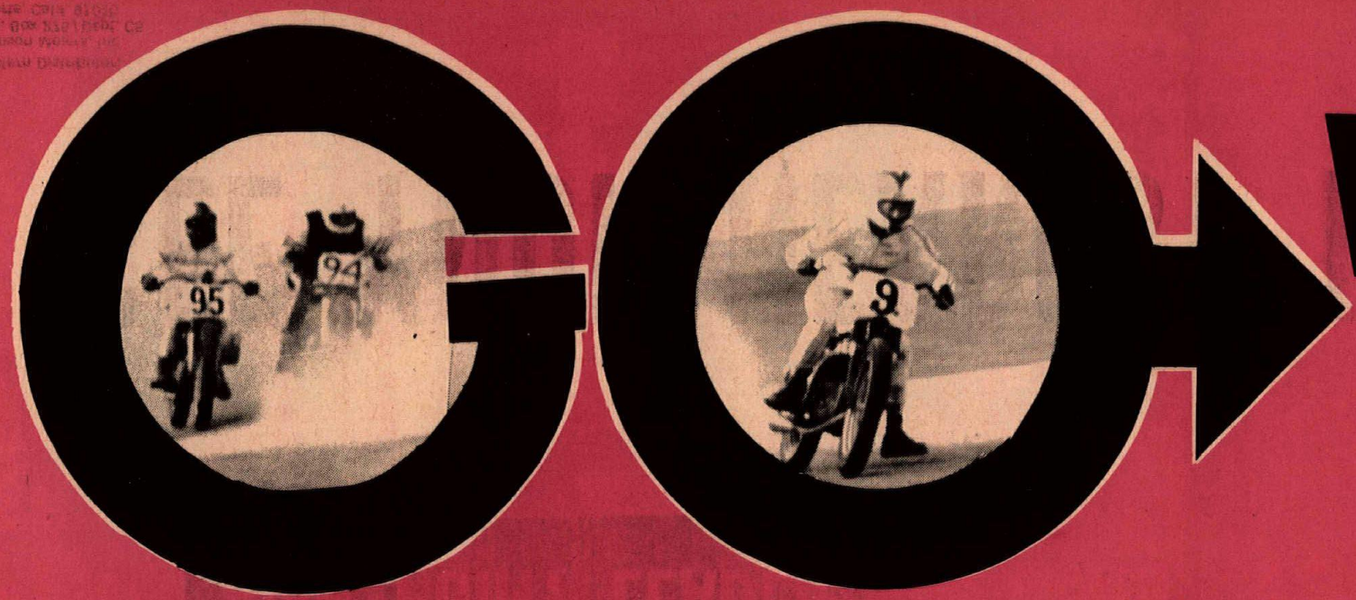

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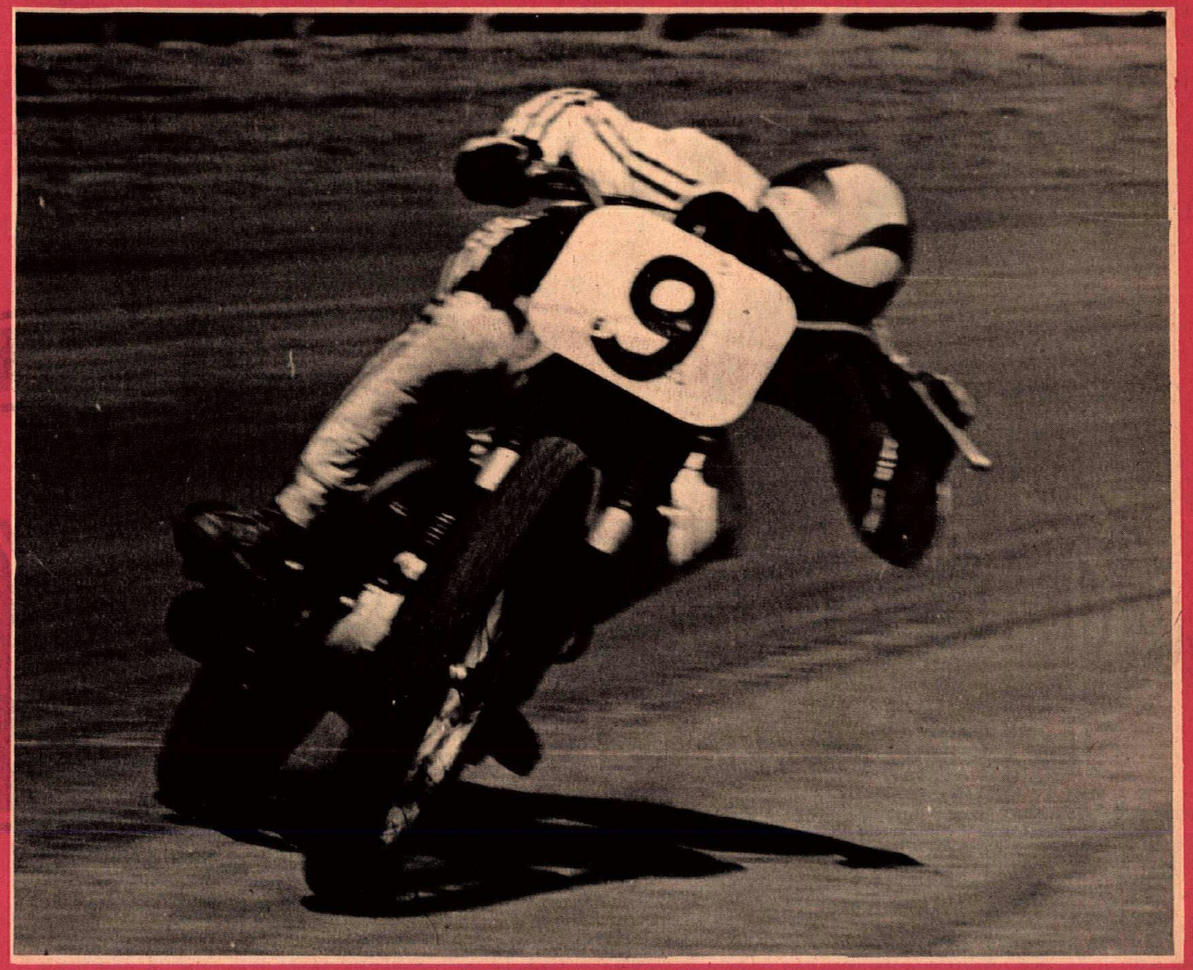

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SCRAMBLIN AROUND

by Maureen Lee

It's half-way through the season now and the point battles are really shaping up for those low-digit plates and the club championships. In the lightweight division, Hayward Mendenhall has the lead, and don't discount the fact that a 100cc rider could hold that number 1 plate. Remember not so long ago when Kirk McDowell lost that plate to 250 Expert, Steve Scott, by the skin of his teeth?

Man most likely to give Mendenhall a run is Jim Connolly. Jim is campaigning hard in the 250 class and most of the men who currently hold the low number plates in the division are not riding much any more. Pat Patrick, No. 1, is concentrating on his big bike ride for Ascot now that he's an Amateur. Dave Ham isn't riding much, Kirk McDowell missed too many runs the first of the season and Keith Mashburn hasn't been out too much of late.

Don Harris is a real contender for a single digit number and once Steve Stricklin makes Expert that means he'll get more points each time out and all he needs for that white plate and a transfer is one more win! He's a guy who'se ridden like an Expert since the time he was a Novice!

Soap Box Dragged Out Again

Pulling the old soap box out of the closet again we're going to bring out the same old touchy subject. We never feel that you have to belong to a club. That's your decision and every time this subject comes up we get some marvelous letters about how some riders feel about joining a club! So O.K. so you don't want to be a club member for one reason or another but I (and a good many others too) can't see why a club member should be penalized by belonging to a club when it comes down to the points.

And don't go handing me that old "well, they don't have to belong to a club either." No they don't but some of them like to put something into the sport for what they get out of it, some belong because they are automatically "joiners" and others because they enjoy the companionship of a club. Because everyone is an individual (and who are more rugged individuals than bike riders!) we don't suggest that everyone runs out and joins a club. What we DO suggest is that somehow the District change the rules to allow a man to compete in his own club events if he is in the top five and therefore in real contention for that Number 1 plate. We know it's going to hurt the guys who are just after a low number, but we have to make a start somewhere. And it does make a difference. Here are two real good f'r instances: Last year Carl Patrick won over David Ham by 73 points. Now we are not taking away anything from Patrick. He rode truly hard and well. However, David belongs to the Sportsmen M.C. and a couple of Sundays or so he started races sponsored by his club in which Pat was competing. Perhaps on both of those Sundays Pat still would have won even if Dave rode, but you get the point?

This last Sunday we watched Hayward Mendenhall scoot around working for his Lightweights M.C., while Jim Connolly who is campaigning as hard as Hayward is, went out and racked up a nice bunch of points for winning the 250 Expert class. Once again, get the point? We're not saying, "join a club and work" but without a club member to take entries, flag etc., etc., you wouldn't have a scrambles to ride in, baby! So at least let's be fair about it.

End Of Preaching

Sermon over, back to points. In the Lightweight club stands the Lightweights M.C. are way ahead with a whopping 2291 as of July 4th. Second is the O.C.M.C., with 758, and the Rams hold down third.

The heavyweights are having a tighter battle. John Rice could be the man in '68. Jim Hunter says he's not campaigning this year and, since he won't ride Elsinore, we believe him. So John R. is going full steam and is currently in first. But Ben Fakkeldy, up from Amateur classification this year, is a threat in the Open Expert class. Right now we're backing John.

UNDER THE LIGHTS AT LODI

Story & Photo by Dale Mckinnon

Sherry Bullard and Debbie Jackline made a good battle of it in both heat and Main in the women's event at the July 6th Lodi Night Scrambles. Sherry took the heat while Debbie got revenge by taking the Main after a wild battle. Who says that women can't put on an exciting scrambles war?

One of the better races was the 100cc Novice Main. It was a four way go all the way between Jack Sensen, John Cuthberzson, Ed Caldwin and Joe Henry. They were so close it was hard to tell which one was leading each lap. It appeared as though the lead changed every ten feet, and when they crossed the finish line, they were foot peg to foot peg.

Spill And Restart

There weren't as many spills this week as on previous nights, but a spectacular one occured when Kenny Roberts got hung up on Jerry Shahan's bike. He dragged it halfway around the first turn. On the restart it was Stan Anderson and Bill Sargants, riding neck and neck for the most part. It was Stan's heat but came the Main and it was a different story. Roger Knudson quick lead with the winner well back in the pack, trying to work his way up. James Childress finally passed three riders to take the lead and eventually won.

250s A Gas

The 250s were a gas, as usual. Ray Huff made it look fairly easy in taking the 250 Main but he knew he was in a race as Fitzgerald and Art Zimmerson kept the pressure on. Neither one could take him but if he had goofed one of them would have surely had him. This was Ray's first race in a long time.

Big Muthas

The lead changed quite a few times in the 500 Novice Main between Buck Lyons Jr. and George Machado. David Newman came up to try for it but David held him back as long as he could. David got by on the jump but could do no better than second. He rode a beautiful race though.

Winner of the 650 Expert Main, Ray Huff, holds off persistent challenge by Don Stover.

Dennis Brennan held a slim lead for most of the 650 Am. Main. At one time Paul Knudsen, Wm. Kreeger and Lou Navarro were all in there making his position precarious. He couldn't shake them because they were determined. Kreeger made the closest bid by riding neck and neck with him several laps. However it was Dennis by a narrow margin.

(Results on page 16)

NATIONAL NUMBER

by A.R. Brette

At age 25, volatile and red-headed Gary Nixon is one of the nation's foremost motorcycle professionals.

He began riding at 14 in Oklahoma City where he grew up and vows that he will always be riding.

Now he lives comfortably in an elite suburb of Baltimore with his British-born wife, Mary, who keeps up his scrapbooks and his trophies as he tours the circuits of the country.

Aggressive But Not Reckless

He is a tough and lean 133 pounds, aggressive but not reckless. He says that he is careful not to exceed the limits of abilities and capacities. And, in a career of fierce and exacting competition, he has been hurt only once.

He began his racing career at 15 and competed in Sportsman events for an Oklahoma City dealer. His first year as a professional was in 1958. The next year he forged his close friendship with Dick Mann and Mann schooled him in many of the fine points of a professional career.

By 1960 the young Nixon began his steady climb upward. By 1961 he had chalked up victories at Dodge City, Kansas, and Sturgis, S.D. He moved to Fort Worth, Texas and established himself as one of the best in that part of the country.

GARY NIXON

Talent Recognized

The chief mechanic at Triumph, Cliff Guild, became acquainted with Nixon at Indianapolis and proposed that he go in for half-mile races. Cliff told him that if he would move to the East, he would back him up. Nixon moved to Washington, D.C. and raced in half mile events.

One of Triumph's riders could not participate in the Laconia road race in 1962 and Nixon was offered the spot, which he grabbed. He was back in the field when a coil conked out. But Guild recognized that the fault was the bike and not the rider.

Gary went on to Windber to win his first National, lapping Dick Mann, who came in second. He gulped his first big taste of success against the best in the nation.

By 1964 he was under full Triumph sponsorship and was becoming known as a leading personality in the national competition. He set a new track record at Sacramento and roared in second in the Daytona 200.

Nixon began experimenting with lightweight road racers and began competing with a Yamaha TD1. At Greenwood he racked up a new track record.

Triumph-Yamaha Kingpin

Since 1965 he has been under dual Triumph and Yamaha sponsorship.

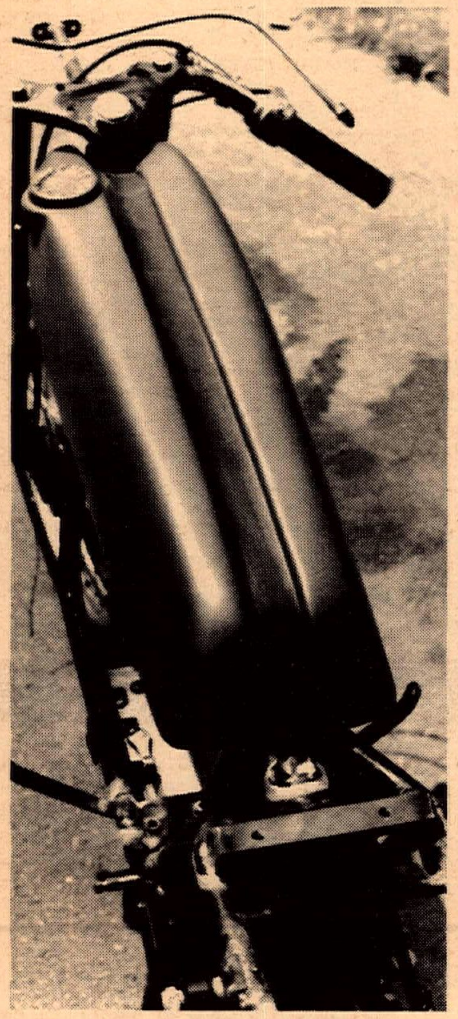
He races in the Nationals for his sponsors and he competes in as many Class C events as he can fit in. He drives his truck more than 50,000 miles a year, with his load of racing bikes, and a trailer with spare parts and tires. He competes in about 75 events a year.

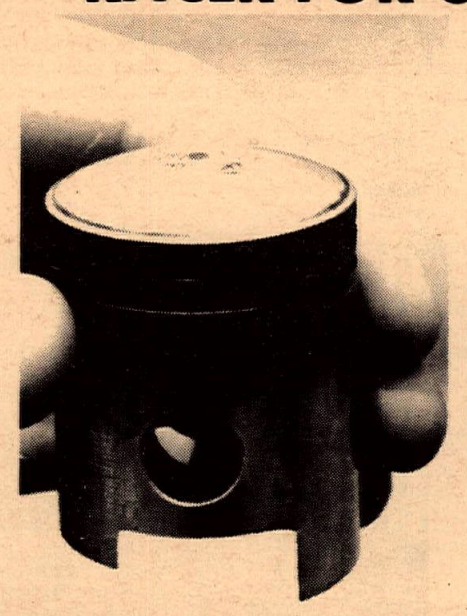
50cc ROAD RACER-PART 6

Story & Photos by Bob Braverman

HOW TO BUILD A TEACUP RACER FOR UNDER $300.

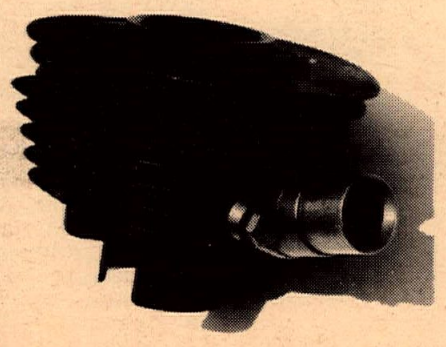
Now that the chassis is just about finished you're probably chomping at the bit to get started on the engine. Before we plunge into the engine though, take a look at the photo showing the tank tie down strap. This was made from a section of an old inner tube. A straight edge and an Exacto knife or a razor blade is all that's needed. The loops on each end were made up from 3/32 brazing rod. Fold over the ends of the rubber strap and, using Super 3-M, bond the ends together. Just follow the instructions on the tube and you won't have any trouble. It's a good idea to clamp the ends in a vise overnight to be sure of getting a perfect bond. Braze on a hook just in back of the tank on the frame for the rear tie down loop. That's all there is to it.





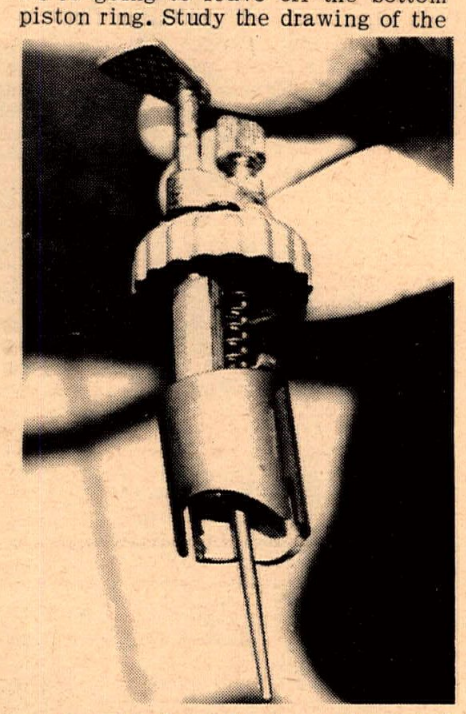
Bolt On Goodies

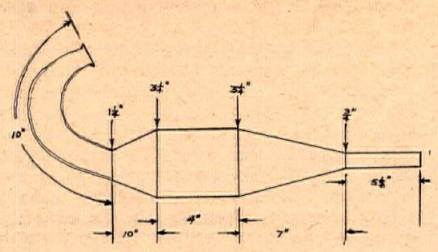
Now let's get back to the engine. Remove the head, cylinder and piston. If the piston and cylinder are in good shape, you can modify these to get more performance. If these items are worn and need replacing, you might consider the kit being produced by Don Anslem. Don is selling heads, cylinders and pistons, expansions chambers and carburetors for the Mondial and Ital Jet machines. A cylinder is $19.95, the head costs $12.00. An expansion chamber is $21.00 and the carb is $24.00. For those of you who are not really enthused about engine work, all of the above mentioned parts are bolt on goodies. You can reach Don at 267½ S. Poplar Street, Brea, California or give him a call at (714) 529-5603.



The Gasworks

However, if you do like to modify engines, there are a number of things you can do to improve the performance considerably. Let's start with the carburetor and intake tract. The stock carburetor can be safely bored to 20mm (.800) by any competent machine shop. Likewise the intake manifold. The porting itself can be done by a small grinder, the type usually found in hobby shops. In order to achieve the results we're after, you'll have to plan on doing some port work. Once the carburetor is bored, you'll find the slide will no longer drop all the way down. This is easily remedied. By building up a layer of epoxy on the back side of the slide, (the slide opposite the cutaway) you can carefully file the epoxy to fit the new shape of the carburetor bore. Just be sure the slide is clean and dry before applying the epoxy. While the epoxy is setting up, remove 3/16" (.187) from the backside of the piston. Also we're going to leave off the bottom piston ring. Study the drawing of the parts. This is what you want to wind up with. Take your time and do a good job. If you hurry this phase of the work, you'll be sorry later on. It's far better to do the job right the first time than to have to do it again, (and it's a lot cheaper too). You can go more radical than what we show here, but you begin to lose reliability and the power range becomes very narrow.

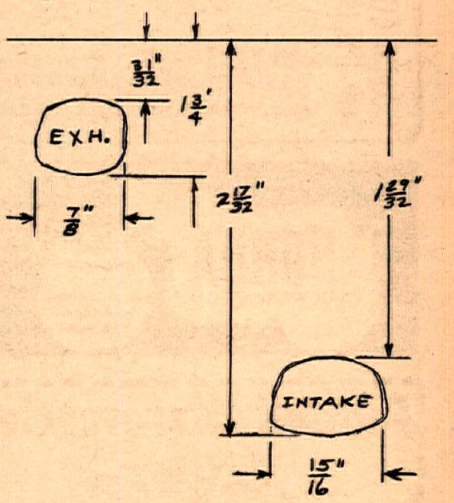




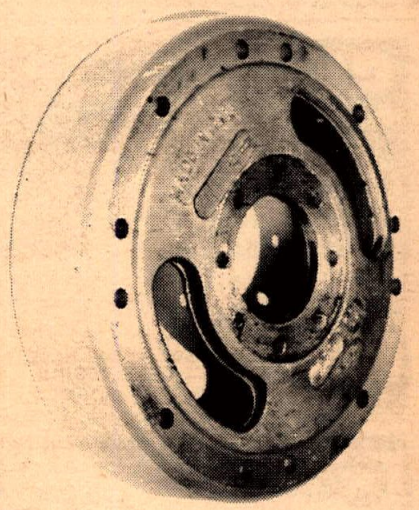
This is the diagram of the expansion chamber. All you have to do is build it!

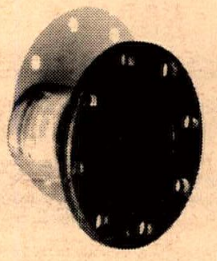
Modifying the Ignition System

Since we're going to use total loss ignition we can eliminate the magneto flywheel. All we need is the hub with the attached ignition cam to the crankshaft. This is all the modification needed for the ignition system. The choice of battery size is up to you, but don't make the mistake of getting a tiny one just to save a few ounces. The capacity of these small batteries is very limited, and they don't last very long before recharging is necessary. I prefer the medium size batteries because they're good all day long. For a coil and condenser there are many good ones to choose from. One that I can recommend is the late model Ford 12 volt coil (part no. 12029 B). You can also get a matching condenser. This coil and condenser combination really puts out a healthy spark at high rpm, with very little battery drain. Be sure to put the ignition switch in a handy place, just in case you have to get to it in a hurry. The top fork plate that the bars are welded to is a good spot. You can use the original coil mount on the frame. When you wire all the electrical components together try to be as heat as possible and fasten the wires to the frame. Don't leave them dangling.



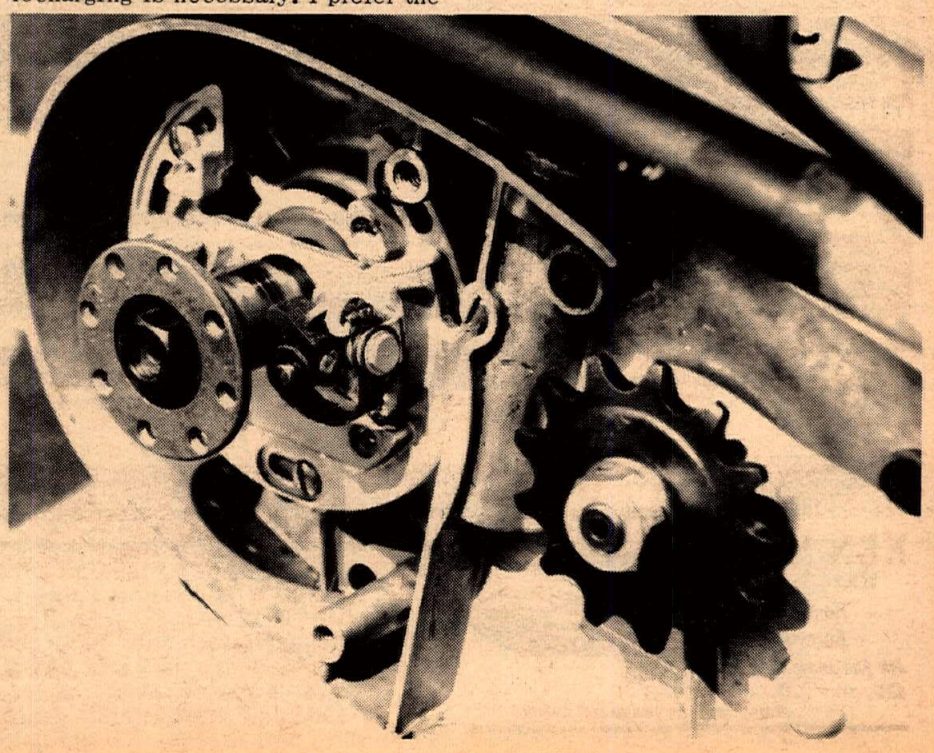
Use the above diagram as a guideline for the modifications of the intake and exhaust ports.





You'll find that the engine will require a larger main jet, and possibly a colder plug. Treat the engine with care once you start riding it. Take plug readings often to be sure everything stays put. There's nothing like a holed piston to dampen enthusiasm.

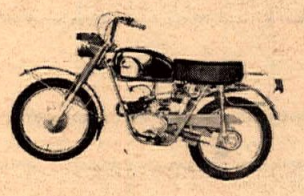
Next week we put on the finishing touches. See you then.



RESULTS PROVE IT..
HODAKABILITY
DOES IT EVERY TIME!

Pacific Southwest Championship
European Scrambles
July 9, 1967
JACK FROELICK – HOD
JACK MORGAN – HOD
FRANK WHEELER – HOD
DICK WRIGHT – HOD
1st thru 13th were HOD

Sage Hoppers 50-Mile
July 2, 1967
1. JACK MORGAN – HOD
2. ROY BARNETT – HOD



Ponderosa Hare & Hound
July 4, 1967
J. SPENCER – HOD
S. HOLLADAY – HOD
E. C. BIRT – HOD
1st thru 7th were HOD

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Designed & Imported By PABATCO

All results unofficial unless otherwise noted.

RESULTS

SIDEWINDER TT
Portland, Oregon
July 9, 1967

1st NOVICE HEAT
Ike Reed — Suz
Thad Lawrence — Kaw
Frank DeShirla — Hon

3rd NOVICE HEAT
Duane Jordan — Bul
Dave Sheffield — Bul
Dan Hanson — Hus

1st AMATEUR HEAT
Allen Anderson — Tri
Mark Williams — Tri
Don Jensen — Tri

1st EXPERT HEAT
Gary Davis — Tri
Sonny Burres — Tri
Jimmy Smith — Tri

3rd EXPERT HEAT
Skip Van Leeuwen — Tri
Matt Mckee — Tri
Ray Carroll — Tri

NOVICE SEMI
James Gail — Hon
Frank DeShirla — Hon
Ken Chandler — Hon

1st EXPERT SEMI
Jimmy Smith — Tri
Dick Jagow — Tri
Ed Richardson — Tri

2nd NOVICE HEAT
Daryl Mulich — Hon
Tom Haverstick — Bul
Larry Walter — Hon

2nd AMATEUR HEAT
Dick Donaca — Tri
Rick Weil — Tri
Unknown

2nd EXPERT HEAT
Glen Adams — Nor
T. L. Hogland — Nor
Merlin Thompson — Tri

AMATEUR SEMI
Dave Hall — Tri
Jerry Kouvo — Hon
Bruce Higby — BSA

2nd EXPERT SEMI
Dan Donaca — Tri
Clark Gable — Tri
Ray Carrol — Tri

NOVICE TROPHY DASH
Duane Jordan — Bul
Ike Reed — Suz
James Gail — Hon

AMATEUR TROPHY DASH
Dick Donaca — Tri
Anderson — Tri
Mark Williams — Tri

EXPERT TROPHY DASH
Skip Van Leeuwen — Tri
Glen Adams — Nor
Gary Davis — Tri

NOVICE B MAIN
Dan Hanson — Hus
Larry Walter — Hon
Ken Chandler — Hon

AMATEUR B MAIN
Bruce Higby — BSA
Gary Ness — Tri
Bob Bay — Hon

EXPERT B MAIN
Dick Jagow — Tri
Ed Richardson — Tri
Clark Gable — Tri

NOVICE A MAIN
Ike Reed — Suz
Thad Lawrence — Kaw
Dave Sheffield — Bul

AMATEUR A MAIN
Mark Williams — Tri
Dick Donaca — Tri
Rick Weil — Tri

EXPERT A MAIN
Skip Van Leeuwen — Tri
Sonny Burres — Tri
Glen Adams — Nor
Gary Davis — Tri
Matt Mckee — Tri
T. L. Hogland — Nor
Jimmy Smith — Tri
Dan Donaca — Tri

CYCLE-LAND FLAT TRACK
Saturday, July 1, 1967

100cc CLASS
1. Steve Goff — Kaw
2. Dennis Mayhew — Hon
3. Philip Heyrend — Yam

200cc CLASS
1. Hank Roberts — Yam
2. Bill Dawson — Tri
3. Tom Jones — Bul

250cc CLASS
1. Ralph Waldman — Suz
2. Mike Corcoran — Bul
3. Bob Vaughan — Hon

CASTLE ROCK WARM-UP
CASTLE ROCK, WASH.
July 17, 1967

NOVICE TROPHY DASH
Cappy Skene, Kirkland — Hon

AMATEUR TROPHY DASH
Mark Williams, Cot.Gr.,Ore. — Tri

EXPERT TROPHY DASH
Sonny Burres, Portland,Ore. — Tri

NOVICE MAIN
Cappy Skene, Kirkland — Hon
T.Lawrence, Boise, Idaho — Kaw
Ike Reed, Salem, Ore. — Suz
D.Sheffield,Sprinfield,Ore. — Bul

AMATEUR MAIN
Dan Holton, Sumner — Tri
M. Williams, Cott. Gr.,Ore. — Tri
Art Triber, Spokane — Tri
Sandy Saunders, Tacoma — Tri

EXPERT MAIN
S.Van Leeuwen,Hllywd Cal — Tri
Sonny Burres,Portld.,Ore. — Tri
Emil Ahola, Tacoma — Nor
T.L. Hogland,Portld.,Ore. — Nor

ORANGE COUNTY SPEEDWAY, July 12, 1967

100cc TD
Gary Calkins — Yam

250cc TD
Rick Woods — Duc

100cc MAIN
Ron Taylor — Yam
Russ Robinson — Yam
Gary Calkins — Yam
David Aldana — Suz
Rick Woods — Yam
Jim Doron — Yam
Dick Wallace — Suz
Jim Peterson — MB

250cc MAIN
Rick Woods — Duc
Eddie McGregor — H.D.
Randy Layne — Hon
Robert Soppeland — Bul
Ted Newton — BSA
Carroll Skov — Bul

500cc
Russ Robinson — BSA
Jim Doron — Vel
Rick Woods — JAP
Bob Grauor — Vel

IRWINDALE DRAG RESULTS
July 8, 1967

TOP STREET BIKE: Miller & Bracket	H-D	12.29	107.37
RUNNER UP: Harry Couch	Tri	13.79	94.52
A/GAS: Johnnie Eastes	H-D	12.04	111.11
B/GAS: Jasmine & Micheals	Tri	12.51	104.77
C/GAS: Bob Dunn	Hon	13.20	98.37
D/GAS: Bob Braverman	Yam	12.24	107.01
E/GAS: Steve Rowles	Suz	12.69	100.87
F/GAS: Dave Anderson	Hon	18.47	63.00
TOP FUEL: Richards & Fleming	Tri	11.74	116.88

SANTA ROSA SHORT TRACK
July 8, 1967

100cc NOVICE MAIN
Steve Jones,S.Pablo — Bri
Ed Meagor,San Rafel — Hon
Jim Perry,Petaluma — Yam
Gene Imrie, Napa — Bri
Jim Powers, Ukiah — Rex

100cc AM. & EX. MAIN
Harry Dring, Oakland — MB
Andy Bullard, Martinez — Bul
Pappy Ford, Martinez — Hon

200cc NOVICE MAIN
Floyd Weigins, S. Rosa — Bul
Monty Hancock, M.Valley — Ome
Jim Richardson,S.Rafel — Bul
Chuck Andrews, Dublin — Bul
Tom Barrett, Richmond — Bri

250cc NOVICE MAIN
Rich Dashiell, Sonoma — Bul
Jim Kimura, Vallejo — H-D
Casey Simpson, Vallejo — Bul
Curt McMahon, Napa — Bul
Al Picken, Petaluma — Bul

250cc AMATEUR MAIN
Tony Williams,San Fran. — Bul
Danny Davies, M. Valley — Hon
Jerry Giley, Stockton — Hon
Rich Naish, Albany — Bul
Russ Sierack, Sacto. — Duc

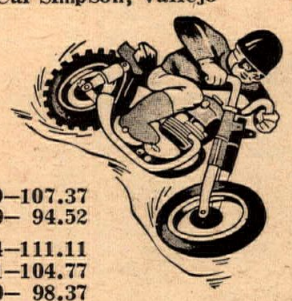
250cc EXPERT MAIN
Jack Carter, Oakdale — Bul
Gene Coant, Petaluma — Bul
Jimmy Saitone, Petaluma — Bul
Harvey Crews, Salyer — Bul
Cal Simpson, Vallejo — Yam

20-MILE NATIONAL
PORTLAND, OREGON
Sunday, July 16th

1.	Gary Nixon	Tri.
2.	George Roeder	H-D
3.	Fred Nix	H-D
4.	Chris Draayer	H-D
5.	Sammy Tanner	BSA
6.	Mert Lawwill	H-D
7.	Cal Rayborn	H-D
8.	Dick Hammer	Tri.
9.	Bob Bailey	Tri.
10.	Phil Cancilla	BSA
11.	Mel Lacher	H-D
12.	Clyde Litch	H-D
13.	Ted Davis	BSA
14.	John Tibben	H-D
15.	Pat Gosch	Tri.
16.	Eddie Mulder	Tri
17.	Roger Reiman	H-D
18.	Dick Mann	BSA
19.	Elliott Schultz	ENF
20.	Dan Haaby	BSA

10-MILE AMATEUR FINAL:

1.	Jimmy Odom	H-D
2.	Roger Goldthwaith	ENF
3.	Jan Crawford	BSA
4.	Mark Williams	Tri.
5.	Art Bernheisel	H-D
6.	Dee Junung	H-D
7.	Phil Todd	BSA
8.	Ken Weakly	BSA
9.	Keith Krauser	BSA
10.	Earl Lout	H-D
11.	Johnny Ray	Tri.
12.	Chris Hansen	H-D



AMA NATIONAL POINT STANDINGS AFTER PORTLAND

1.	Gary Nixon	305	Tri.
2.	Mert Lawwill	239	H-D
3.	George Roeder	231	H-D
4.	Chris Draayer	222	H-D
5.	Fred Nix	220	H-D
6.	Dick Mann	161	BSA
7.	Dick Hammer	140	Tri.
8.	Buddy Elmore	132	Tri.
9.	Bart Markel	129	H-D
10.	Cal Rayborn	103	H-D
11.	Roger Reiman	85	H-D

LIONS DRAG RESULTS
July 9, 1967

TOP STREET: Miller & Bracket	H-D	12.29	107.56
RUNNER UP: Carl Morrow	H-D	12.81	101.46
TOP GAS: M. Disharoon	H-D	–	–
FUEL: Kotalac	Vin	11.24	124.85
STOCK STREET:			
A – Leonard Hyder	H-D	15.86	81.44
B – Leonard Sciacca	BSA	13.80	97.00
C – Wayne Gregory	Tri	14.57	87.37
F – Harold Spivack	Suz	15.66	84.26
MOD. STREET:			
AA – Carl Morrow	H-D	12.81	101.46
A – Miller & Bracket	H-D	12.29	107.56
C – Harry Couch	Tri	13.41	96.35
D – Jack Murphy	Suz	13.81	95.82
E – Jack Linn	Suz	14.65	90.36
F – Norman	Bri	16.63	75.00
GAS:			
A – M. Disharoon	H-D	–	–
D – B. Braverman	Yam	12.13	109.22

SOUTH GATE
July 6, 1967 TT

100cc T.D.
Tom Rockwood — Hod

250cc T.D.
Lee Stumpenhaus — Bul

100cc MAIN
Steve Scott — Bul
Jimmy Raymond — Hon
Gary Bailey — Hod
Eric Jensen — Hod
Tom Rockwood — Hod
Bob Bailey — Hod

250cc MAIN
Lee Stumpenhaus — Bul
Steve Scott — Bul
Paul Coberly — Bul
Stan Rogers — Bul
Bud Christoferson — Bul
Tom Warren — Bul

ASCOT HALF MILE
July 14, 1967

15 LAP EXPERT FINAL:

1.	Sammy Tanner	BSA
2.	Mel Lacher	H-D
3.	Dan Haaby	BSA
4.	Chuck Jones	BSA
5.	Ralph White	BSA
6.	Blackie Bruce	BSA
7.	Steve Scott	Tri.
8.	Jim Nicholson	Vel.
9.	Pat Gosch	Tri.
10.	Paul Conserriere	BSA

AMATEUR FINAL:

1.	Gary Waldo	H-D
2.	Maryt MacDonald	H-D
3.	Carl Patrick	Tri.
4.	Keith Kruser	BSA
5.	Len Earl	H-D
6.	Norm Elledge	Tri.
7.	Ron Lacher	BSA
8.	Don Dobbins	ENF

NOVICE FINAL:

1.	Joe Hamilton	Yam.
2.	Dave Smith	H-D
3.	Rick Durkee	Suz.
4.	George Omo	Yam.
5.	Alex Chinowski	Hon.
6.	Lee Wheeler	Mon.
7.	Ted Newton	H-D
8.	Jack Wilkinson	H-D
9.	Jerry Peters	Yam.
10.	Steve Pederson	Kaw.

LODI SCRAMBLES
June 30, 1967

WOMEN
Debbie Jackline — Kaw
Sherry Bullard — Bul
Jo Voles — Hon
Betty Anderson — Hon

60cc NOVICE
Larry G. Chapman — Hon
Dayl MacDonnald — Hon
Alfred Machado — Toh
Jack Cupples — Toh

100cc NOVICE
Harold D. Raggig — Yam
Jack Jensen — Bri
Mike Robinson — Hod
Paul Duncan — Yam

100cc AMATEUR
James Childress Jr. — Bri
Robert Knudson — Bri
Arnold Moos — Suz
Jerry Shahan — Bri

200cc NOVICE
Ron Gilman — Bul
Jim Kiser — Hon
Dick Plowman — Oss
Patrick Bunds — Bul

250cc NOVICE
Donald Clasby — H-D
Phillip Hinkle — Bul
Jim Nichols — Bul
Keith Carlson — Hus

200cc AMATEUR
Robert Cadwellader — Bul
Bruce Teixera — Bul
Frank Gillespie — Bul
Dick Lathrop — Bul

250cc AMATEUR
Terry Hawley — Bul
Bill Cruz — Bul
Jerry Gray — Hon
Cliff Sapir — CZ

250cc EXPERT
Paul Johnson — Bul
Bob Grossi — Gre
Art Zimmerman — Bul
Jim Sakoda — Oss

350cc NOVICE
Don Hughes — Hon
Joe Pearce — Par
Mike Siebert — Hon
Edward Gates — Hon

500cc NOVICE
Buck Lyons Jr. — Tri
George Machado — Tri
Rick Statler — Tri
Wally Wleisler — Tri

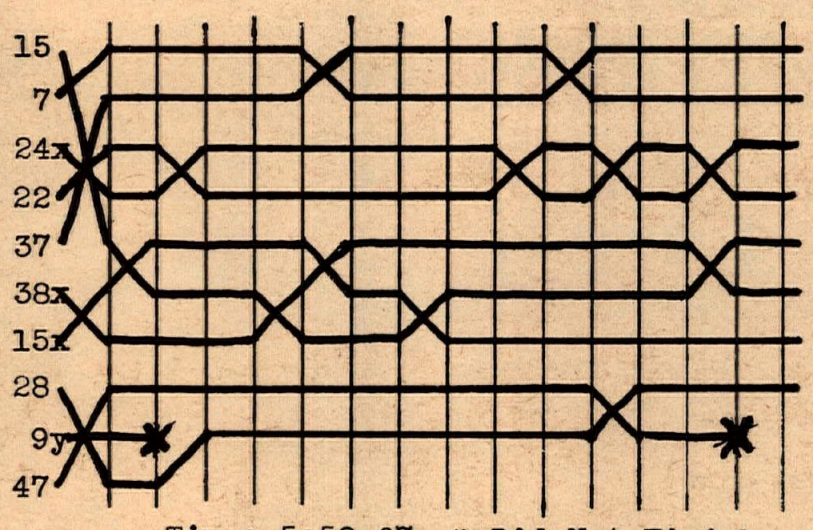
650cc NOVICE
Shelby Montgomery — Tri
Bob ? — BSA
Dean Caster — BSA
Roy Winters — BSA

500cc AMATEUR
Rick Whiteacre — Tri
Clifford Spair — Tri
Cosby Chestnut — BSA
Bary Bishop — BSA

650cc AMATEUR
William Kreeger — Tri
John Lockhart — Tri
Bill Flett — Tri
Tiffin Mullenax — Tri

650cc EXPERT
Elden Hinkle — Tri
Spencer — Tri
Jack Delay — Tri
Jorgensen — RE

ASCOT MAIN EVENT 7/14/67



1) 7 Sammy Tanner
2) 37 Mel Lacher
3) 22 Dan Haaby
4) 24x Chuck Jones
5) 15 Ralph White
6) 38x Blackie Bruce
7) 15x Steve Scott
8) 28 Jim Nicholson
9) 47 Pat Gosch *
10) 9y Paul Conserriere *

Time: 5:58.67 * Did Not Finish

FIRST TIME OUT
NEW Greeves DRAWS
FIRST BLOOD!

Saturday Night
WINS Elsinore TT
250 Expert Class
1st Gary Bailey Greeves TT
2nd K. Mashburn —
3rd Dan Carlton Greeves TT

also— Gary Bailey and Greeves win 200cc AM-EX Moto

Isn't it time you got a new Greeves TT and started winning?

Next day at Perris
TT, touché again!
1st Jim Connolly Greeves TT
2nd Gary Bailey Greeves TT
3rd John Rice —

Willie Hockie 1st 250 Novice-Greeves-at Perris

See Nicholson Motors, 11629 VanOwen St., N. Hollywood
or your nearest Greeves Dealer.

LIGHTWEIGHTS M.C.
Scrambles Perris July 16, 1967

100cc NOVICE MAIN
Jim Meriscal Hon
Danny Hockie Hod
Walt Camptor Hon
Linus Beall Bri
Gary Scott Yam

100cc AM-EX. MOTO
Kirk McDowell Hon
Jim Northern Hon
Kenneth Lee Hon
Don Alfred Hon
Jim Connolly Hod

POWDER PUFF MOTO
Kelly Struble Hod
Sharon Wolf Bul
Patricia Drake Hod
Eulene Long Hon
Diane Connolly Hod

125-200cc AM-EX. MOTO
Gary Bailey Gre
Elbert Vilougwith Bul
Keith Klaps Bul
Gary Stephens Kaw
Ed Lynaugh Bul

250cc AMATEUR MOTO
David Brooks Suz
Gordon Johnson Gre
Chuck Berry Bul
H.D. Bcoom Gre
Michael McClain Bul

250cc EXPERT MOTO
Jim Connolly Gre
Gary Bailey Gre
John Rice Bul
Ray McCarty Hus
Larry Taylor Bul

350cc AMATEUR MAIN
Ray Jarret Hon
Don Teeters Hon
Lou Wolf BSA
F.L. Spaulding Hon
Johnny Wetigen Hon

350-500 EXPERT MAIN
John Rice BSA
Tony Denius BSA
Marshal Jennings Hon
Gary Geyer BSA
Richard Kouns BSA

500cc NOVICE MOTO
Dave Lenar BSA
Charles Armstrong Ind
John Kennedy BSA
Dan Barder Tri
Joe Garban Tri

OPEN NOVICE MOTO
Bill Noble BSA
Jim Meyers Tri
Puffy McGowen BSA
Dale Wilks Tri
Jim Woodwine Tri

OPEN AMATEUR MOTO
Thomas Carroll Tri
Bob Mortensen Tri
Gary Jones Tri
Mike Bradley Tri
Max Hinshaw BSA

OPEN EXPERT MOTO
Ben Fakkeldy Tri
Darwin Ballard BSA
John Larsen Tri
Dewayne Jones ACF
Mike Chamberlain Tri

IRWINDALE RESULTS
July 15, 1967

TOP EIGHT GAS: Millard Disharoon H-D 11.86–113.00
RUNNER UP: Nance Tri 12.31–107.00
STOCK STRET:
B–Lionel Beard Tri 14.07– 92.97
C–Brad Miller Hon 15.09– 83.60
D–George Priest Hon 15.62– 83.60
E–Gregory Anchondo Suz 16.54– 75.50
MODIFIED STREET:
B–Dick Strickland BSA 13.41– 98.00
C–Tom Liskey Aer 16.64– 77.18
E–Boyd Marshall Yam 14.54– 89.19
F–John Avery Hon 17.43– 69.00

SUPER BIKE: Bob Sirkegian BSA 11.36–126.58

LIONS RESULTS
July 16, 1967

TOP FUEL: Ray Downard Hon 12.12–116.38
TOP GAS: M. Disharoon H-D 11.53–113.00
TOP STREET: Vince Rowles Suz 13.75– 93.65
STOCK STREET:
A – Dan Gleber H-D 13.17– 99.66
B – Dick Bower Tri 13.53– 98.44
C – Charlie Hays Hon 16.64– 77.54
D – Mike Baldewicz Suz 15.38– 79.57
E – Frank Alvidrez Suz 15.66– 79.57
F – Pat Bates Hon 19.55– 65.40
MOD. STREET:
A – Von Pipenburg Tri 15.40– 81.22
C – Harry Couch Tri 13.60– 93.55
E – Vince Rowles Suz 13.75– 93.65
F – Norman Bri 16.57– 78.00
FUEL:
A – Bruce Miller H-D
C – Ray Downard Hon 12.12–116.38
GAS:
A – M. Disharoon H-D 11.53–113.00
D – B. Braverman Yam 12.14–107.82
E – Steve Rowles Suz 12.59–101.65
F – Fred Trager Yam 17.07– 75.41

LODI TT
July 6, 1967

WOMEN
Debbie Jackline Kaw
Sherry Bullard Bul
Lucy Bonds Bul

60cc
Jerry Moos Suz
James Vales Hon
Don Dobler Bri
Dayl MacDonald Hon

100cc
Jack Jensen Bri
Joe Henry Hon
John Cuthbertson Bri
Ed Caldwin Hon

100cc AMATEUR
James Childress Bri
Robert Knudsen Bri
Bill Sarganti Hod
Eric Jorgensen Kaw

200cc
John Pitcock Bul
Jerry Clark Bri
Ken Freeman Bul
Duane Perry Bul

250cc
Phillip Hinkle Bul
Jack Driggs Bul
Don Austin Bul
Jim Nichlos Bul

200cc AMATEUR
Merril Beidleman Bul
James Peck Bul
Robert Bruce Hon
Earl Stevens Bul

250cc AMATEUR
Jerry Gray Hon
Ralph Gutierrez Bul
Mark Stover Duc
John Silva Bul

250cc EXPERT
Ray Huff Bul
Paul Johnson Bul
Tim Fitzgerald Bul
Art Zimmerman Bul

350cc
Don Murray Hon
Dan Hughes Hon
Bill Groce Hon
Shilson Kimball Hon

500cc
Buck Lyons Jr. Tri
David Newman BSA
George Macaado Tri
Carl Tresser Tri

650cc
Tom Hughes Tri
Sheley Montgomery Tri
Bob Masters BSA
Dean Caster BSA

500 AMATEUR
Eric Jorgensen Mai
Allen Kenyon BSA
Chris Crown Hon
Jim Foster Tri

650cc AMATEUR
Dennis Brennan Tri
Wm. Kreeger Tri
Paul Knudsen Nor
Lou Navarro Tri

650cc EXPERT
Ray Huff BSA
Jim Rice BSA
Elden Hinkle Tri
Don Stover Mat

3rd ANNUAL 50 MILER July 2, 1967

0-80cc
1. Frank Vallefuoco
2. Ralph Luhm
3. Jack Leach
4. Charles Sheffield
5. Rig Jones
6. Earl Roloff
7. Tim Walton
8. Doug Leach
9. Mike Blueth
10. Gene Hester
11. Allen Steele
12. Bill Hardin
13. Bob Nelson
14. George Siebol
15. Bill O'Neill

81–125cc
1. James Harmon
2. C.L. Mackie
3. George Ramey
4. Carl Byers
5. Howard Bagby
6. Rod Montgomery
7. Keith Tennis
8. Bruce Roberts
9. Ray Carvajal
10. Joe Timmons
11. Steve Paul
12. John Welborn
13. Vern Autrey
14. Larry Welborn
15. Doug Maloney
16. Dick Osborn
17. Rod Sellers
18. Don Sellers
19. Tom Farrell
20. Danne De Witt
21. Nick McDonough
22. Fred Mendez
23. Ed Wright
24. Bill Cook

GRANTS PASS, ORE.
TT Scrambles, July 8, 1967

100cc CLASS
TROPHY DASH
Wes Word, Grants P., Ore. Bul

"A" MAIN
W. Word, Grants Pass, Ore. Bul
Gene Schneider, G.P., Ore. Bul
Harley Brimhall, Coos B., O. Bri

"B" MAIN
Jim Hensen, Coos B., Ore. Hon
Dale Hall Jr., Grants Pass Hod
Gordon Withrow, Coos Bay Bul

250cc CLASS
TROPHY DASH
B. Harrison, Crescent C, Cal Mon

"A" MAIN
B. Harrison, C.C., Cal. Mon
Steve Bigham, C.C., Cal Hon
R. Pittullo, Myrtle Pt., Ore. Bri

"B" MAIN
Dick Russell, Grants P., O. Tri
Dave Cox, Klamath F., O. Hon
Bill Johnson, Grants P., O. Tri

250cc CLASS
TROPHY DASH
Ralph Woldman, Frfld., Cal. Suz

"A" MAIN
R. Woldman, Fairfield, Cal. Suz
Wes Word, Grants Pass, O. Bul
Mike Thompson, Eureka, C. Mon

"B" MAIN
Larry McLane, Grants Pass Bul
Ralph Detloff, " " Duc
Tim Jacobson, Eureka, Cal. Hon

"C" MAIN
Steve Novak, Coos B., Ore Hon
P. Simmonson, Grants Pass Duc
G. Anderson, Rosebg, Ore. Duc

500cc CLASS
TROPHY DASH
J. Kowalweski, Rosebg., O. Hon

"A" MAIN
Fritz Espy, Grants Pass Hon
J. Kowalweski, Rosebg., O. Hon
Dale Osburn, Phoenix, O. Tri

"B" MAIN
Carlos Uribe, Grants Pass Tri
Roy Reed, Medford, Ore. Tri
Joe Bob, Grants Pass BSA

650cc CLASS
TROPHY DASH
Bob McLane, Grants Pass BSA

"A" MAIN
Bruce Cox, Eureka, Cal. Tri
Tom Woodard, Coos Bay Tri
Mort Sullivan, Medford, O. Tri

SAN PEDRO M.C.
July 9, 1967

55cc AM-EX. MOTO
S. Nichols
T. Mason
J. Lewis

100cc NOVICE
Jim Meriscal
Linus R. Brall
Mike Carver

100cc AM-EX. MOTO
R. Burkert
K. Lewis
S. Stricklin

175cc AMATEUR MOTO
Dean Hensley
Steve Bast
Jim Cauchran

200cc AMATEUR
D. Vonn
R. Williams

250cc NOVICE
Dave Lenar
Larry F. Nolen
Ike Eigenbrod

250cc AMATEUR
Steve Stricklin
Dan Carlton
Michael D. McClain

250cc EXPERT
Larry Taylor
Jim Connolly
David Brooks

POWDER PUFF
M. McIntosh
K. Struble
E. Long

350cc AMATEUR
F. Spaulding
L. Wolf
R. Varreh

500cc NOVICE
D. W. Lenar
J. Kennedy
D. Border

500cc AM-EX.
Cargo, Clutch
Nichols
M. Darling

OPEN NOVICE
Fred Jamieson
Jim Myers
Dick Allen

OPEN AMATEUR
Terry Dorsihs
John Barley
Willard Schniaitz

OPEN EXPERT
Van Acker, M.
D. Ballard
Chamberlain

ELSINORE TT
Sat., July 15, 1967

100cc NOVICE
K. Lewis Hon
S. Larson Hod
B. Frauenberger Suz

200cc NOVICE
G. Grayer Bul
J. Daly Bul
J. Mazon Bul

250cc NOVICE
L. Nolen Bul
R. Park Bul
K. Thompson Suz

350cc NOVICE
J. Wettgen –
O. Wells Hon
J. Shipman Hon

500cc NOVICE
D. Ryner BSA
J. Foster BSA
T. Twaits BSA

OPEN NOVICE
B. Harlan Nor
B. Tondro Tri
N. Fleece

100cc EXPERT
T. Rockwood Kaw
K. Mashburn Bul
T. Warren Bul

200 EXPERT
D. Harrison Bul
G. Bailey Gre
D. Carlton Oss

250cc EXPERT
G. Bailey Gre
K. Mashburn Bul
D. Carlton Gre

350-500 OPEN EXPERT
J. Bailey BSA
G. Bailey Gre
B. Shipman Tri

SWEEPSTAKES
J. Bailey BSA
G. Bailey Gre
K. Lewis Hon

SUNNY VALLEY SPEEDWAY FLAT TRACK
Sunny Valley, Ore. 7-9-67

100 CLASS
Wes Word, Grants Pass, Ore. Bul

200 CLASS
Rick Bergquist, C.C., Cal. Mon

250 "C"
K. Willingham, Rosebrg, Ore. Hon

250 "B"
J. Robertson, Shelton, Wash. Bul

250 "A"
Wes Word, Grants Pass, O. Bul

500 CLASS
Carlos Uribe, Grants Pass, O. Tri

650 & OVER CLASS
M. Sullivan, Medford, Ore. Tri

TT SCRAMBLES

100cc CLASS
TROPHY DASH
Wes Word, Grants Pass, O. Bul

"A" MAIN
Wes Word, Grants Pass, O. Bul
R. Pittullo, Myrtle Pt., Ore. Bri
B. Shaw, Crescent C., Cal. Yam

"B" MAIN
Dan Atkins, Grants Pass, O. Yam
C. Johnston, Grants Pass, O. Bri
J. Hensen, Coos Bay, Ore. Hon

200cc CLASS
TROPHY DASH
R. Pittullo, Myrtle Pt., Ore. Bri

"A" MAIN
R. Pittullo, Myrtle Pt., Ore. Bri
R. Bergquist, Crescent C. Cal Mon
D. Russell, Grants Pass, Ore. Tri

250 CLASS
TROPHY DASH
Wes Word, Grants Pass, Ore. Bul

"A" MAIN
Jerry Robertson, Shltn, Wash Bul
Wes Word, Grants Pass, Ore Bul
L. McLane, Grants Pass, Ore Bul

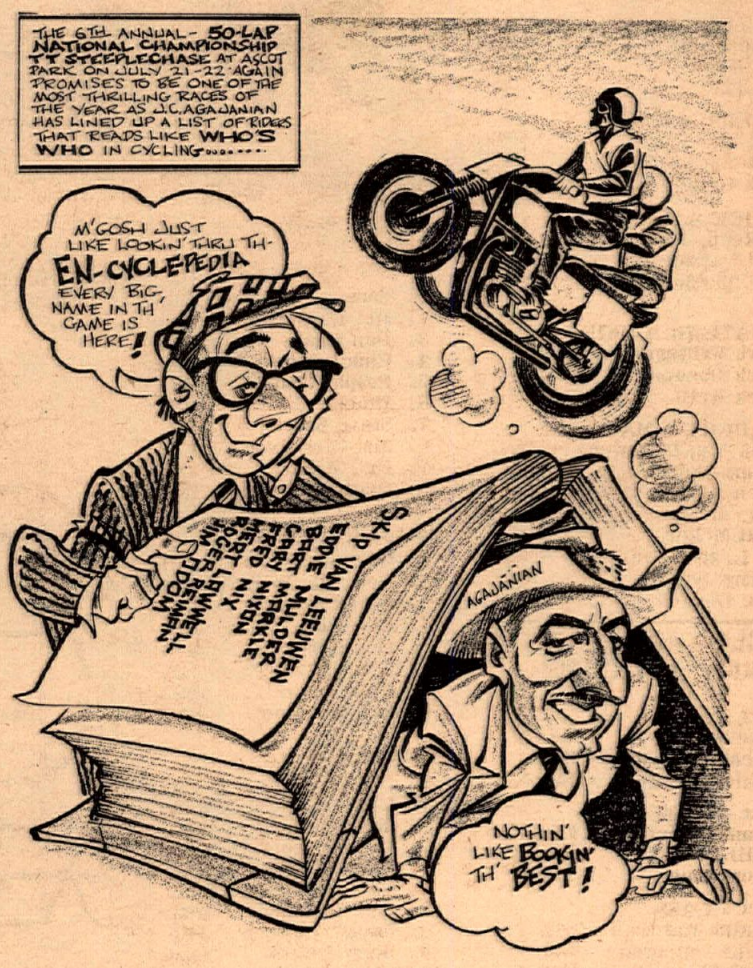
"B" MAIN
B. Harles, Coos Bay, Ore. Hon
R. Detloff, Grants Pass, Ore Bul
K. Willingham, Rosebg, Ore. Hon

"C" MAIN
D. Sauer, Phoenix, Ore. Gre
M. Lawless, Grants Pass, O. Duc
L. Howard, Crescent C, Cal. Duc

OPEN CLASS (500cc & OVER)
TROPHY DASH
Bob Vaughn, Grants P., Ore. Tri

"A" MAIN
M. Sullivan, Medford, Ore. Tri
B. Vaughn, Grants Pass, Ore. Tri
B. McLane, Grants Pass, Ore. Tri

"B" MAIN
Roy Reed, Medford, Ore. Tri
Marv. Joiner, Medford, Ore. BSA
Dicky Russell, Grants P., O. Tri



A.M.A. SPORTSMAN ROAD RACES SUNDAY, JULY 30th ALL CLASSES 50cc TO 1,000cc
REGISTRATION 9–11:00 A.M.
PRACTICE TIL 1:00
RACING AT 1:30
CARLSBAD RACEWAY
PALOMAR AIRPORT ROAD, 7 MILES EAST OF HIGHWAY 101
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TANNER WINS ASCOT ALL BY HIMSELF

Sammy Tanner liked his gift win from two weeks ago and liked it so much that he came back to Ascot last week and won it all by himself, without an assist from Chuck Jones and Mel Lacher.

Tanner and Lacher ding-donged the Main Event most of the way with first one and then the other in the lead before Sammy pulled out the stops on the Axtell special and went on to win his third Main Event of the year.

The Amateur win parade continued with Gary Waldo coming up to win his first Main Event since moving from Ohio to California two years ago. It was a one-two finish for H-D with last year's Novice Point Champ, Marty MacDonald taking second.

While tuner Axtell was at home putting the finishing touches on the new Portland engine, his rider, Sammy Tanner, cavorted around on the old Beezer and showed his megaphone to Mel Lacher and Dan Haaby.

The race for third was wheel to wheel all the way between Dan Haaby and Chuck Jones. Haaby squeezed by to take the third spot in the pay line on the final two laps.

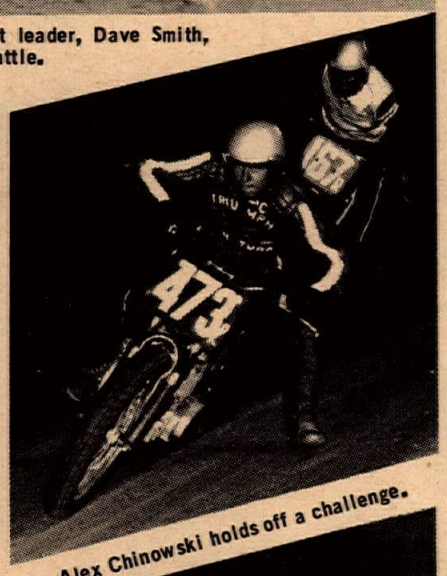
Jones, however, was again the big gun in the Trophy Dash, taking the win over Haaby, Ralph White and Lacher. This was his fifth dash win in the last six weeks.

Yamaha finally broke into the Novice winners circle for the first time this year as Joe Hamilton came on strong to turn back point leader, Dave Smith. Previous winner, Rick Ellisarras, again, for the second time this season, missed the show after the machine broke down in practice.

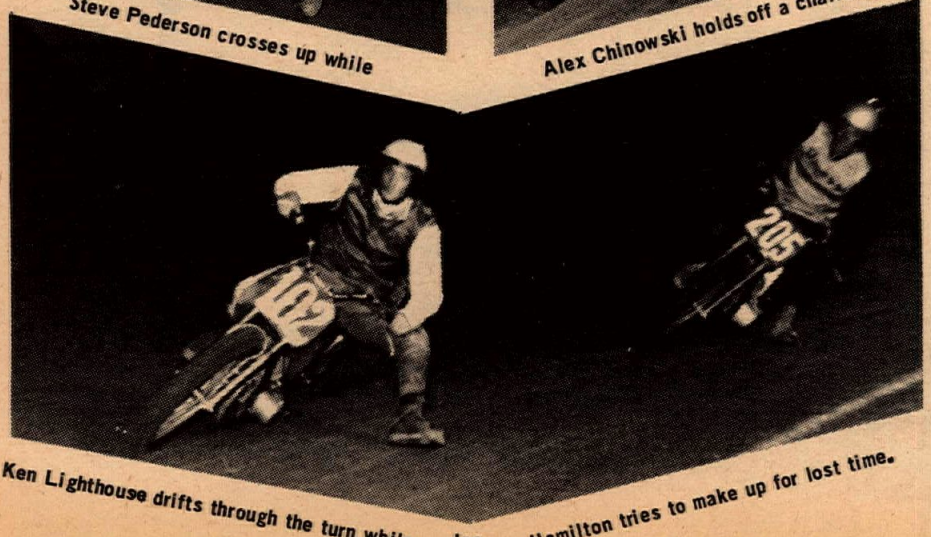
(Results on page 16)

Rick Durkee and point leader, Dave Smith, locked up in a close battle.

Steve Pederson crosses up while



Alex Chinowski holds off a challenge.



Ken Lighthouse drifts through the turn while Joe Hamilton tries to make up for lost time.

Novice Spotlight

This week CYCLE NEWS features the Novices, unsung heroes of the Ascot oval.

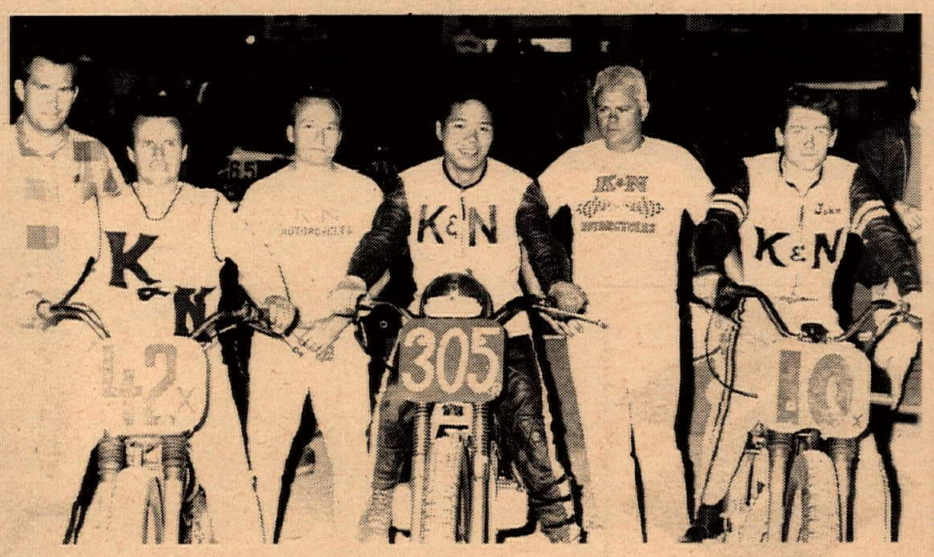
Glen Baird has his work cut out for him as he senses the presence of a fellow rider.

Although only Novices, many riders show as much style as the Experts.

Joe Hamilton, flat on the move!

Lee Wheeler, the Montesa kingpin.

The Crown Cycle Racing Team smiles for the CYCLE NEWS camera during intermission. Standing, from left to right, are Chuck Purcell, Steve Monahan, John Hosack, Herb Buckridge and Rick Durkee. In the foreground are tuners Monahan, Hemker, Hunter and Black.



Fumio Ito, the Japanese Road Racing Champion at Ascot? As a Novice? You're right! Fumio has come to the U.S. to stay and will be riding in flat track, TT and road racing events for K&N. The latest addition to the men in the gold jumpers is flanked by owners Ken Johnson and Norm MacDonald and "old timers" Lee Wehrman and Johnny Isaacs.

Photos by Dennis Greene

U.S. Suzuki
Motor Corporation
13767 Freeway Santa Fe Springs, Cal.

SUZUKI SCOREBOARD

ASCOT SPEEDWAY—½-Mile Flattrack Novice Main Event, Friday night, July 7, 1967
1st Rick Elisarraras -- Suzuki

WILLOW SPRINGS – Road Race, July 2, 1967 – Production Class 250cc
Production Class 200cc
1st Dave Damron -- Suzuki
2nd Pat Hyman - Suzuki

Grand Prix 50cc
1st Dave Damron -- Suzuki

JACKRABBITS M.C. SCRAMBLES, Perris Park, Calif. July 4, 1967
250cc Amateur-Expert Main Event
1st David Brooks -- Suzuki

ELSINORE TT-SCRAMBLES, Elsinore, Calif. July 8, 1967
200-250cc Expert Class
1st David Brooks -- Suzuki

LIONS DRAG STRIP – ¼-Mile, July 2, 1967
Modified Street Bikes: Class D (260-320cc)
Jack Murphy - Suzuki E.T. 13.40 - 98.89 mph
Class E (175-260cc)
Vince Rowles - Suzuki E.T. 13.52 - 95.03 mph

SIDEWINDERS TT, Portland, Oregon, July 9, 1967
Novice A. Main
1st Ike Reed -- Suzuki

LIONS DRAG STRIP, July 9, 1967
Stock Street Class F (125-175cc)
H. Spivack - Suz. E.T. 15.66 - 84.26 mph
Mod. Street Class D (260-320cc)
J. Murphy - Suz. E.T. 15.66- 84.26 mph
Class E (175-260cc)
J. Linn - Suz. E.T. 14.65 - 90.36 mph

CYCLELAND FLAT TRACK (Northern Calif.) July 1, 1967
250cc Class
1st Ralph Waldman -- Suzuki

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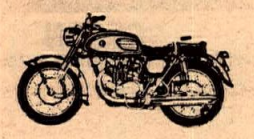

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NEWS FROM BACK EAST

by Judy McKeen

Fourth of July we went to Frederick Md. for a half-mile race. What a track! If you wanted the correct gearing you had to stop on each corner and both straightaways and change it. This was a little too much trouble so most of the riders geared for the third and fourth turn. The corners were very narrow and in the first turn you had a short straightaway before you turned left again. The third and fourth turn got so rough and deep you needed a plow to get through it. Very strange track.

Good Novice Show

The Novices put on a very good show. Malcolm Doying, on a Bultaco, who is the hottest Novice on the East Coast this year, won his heat. The second heat had three other top Novices in it. In first was Jerry Neal on a H.D., followed by Buddy Barnes on a Ducati and John Porter on a Bultaco.

The Amateur class only had eight riders and they ran four men in each heat. Earl Myers on Triumph won the first heat and the second heat was won by Ed Varnes on a BSA.

Expert Gets Center-punched

In the first heat for the Experts Larry Palmgren and Don Twigg were out in front. Vince Monastero fell in the third turn and he was on the edge of the track as far as he could get, when Twigg came broadsliding around the corner and hit him dead center. With the track as narrow as it was there just wasn't any place else for Twigg to go. Fortunately both riders got up uninjured. But you should have seen the mess the bikes were in. Larry Palmgren won, with Bob Sholly on a Triumph in second. Third went to Tom Garrett on a H.D. In the second heat the other half of the Palmgren family won. Chuck just got back from the West Coast and is doing very good here. In second was George Longabough, on a H.D., and third was Mike Myers, on a Triumph.

Battle of the Brothers

In the Expert Main Larry and Chuck Palmgren got the scratch. After a few laps George Longabough took over the lead to the finish. Chuck Palmgren was in second and about half way through, brother Larry took over for second place. Third was Chuck. Sholly was in for fourth and fifth went to Mike Myers.

Gold Stars Obsolete?

The Amateur Main had Ed Varnes and Earl Myers fighting it out for first. Ed Varnes, on a Gold Star, finally pulled away from Myers Triumph, and all you could see was Varnes' dust. I keep hearing people say that these Gold Stars are obsolete, but when I see a Gold Star like this, and a few others, I can't believe they're on their way out. Myers got a second and third was William Hogge on a H.D.

In the Novice Main, Malcolm Doying had about a straightaway lead on the rest of the pack. The real battle was for second. Porter, Neal and Barnes really were doing some racing. All four of these Novices are trying for high points this year. They are good riders and are learning many lessons riding with the Experts on the short track on Saturday nights. Porter got second, third was Neal and fourth was Barnes. The riders no sooner got their money and licenses, when as usual, the rain came again.

(Results on page 16)

THE FINISH LINE

By Roxy Rockwood

Nixon scores again for Triumph-Baltimore and the redhead appears to be on his way to his first Grand National title. That was win number three of the season for Gary at Portland last Sunday. There are more yet to come.

The next win for Nixon will not, however, come this Saturday night in the national TT at Ascot. The odds are too great and the TT talent too plentiful.

But look for Gary to surprise you and run well within the first ten in the 50 lap final. He did a heck of a job at Ascot on the jumper earlier this month and is again on the winning path.

Three For Number One

Lawwill and Draayer, two of the top three finishers at the Castle Rock TT, will be out to turn back Nixon and try for a much higher finish in an attempt to make up the ground they lost to the redhead last Sunday on the mile.

These three are the ones that will battle for the number one plate the rest of the season. Markel will also be here but is not 100% healthy.

The mile track national at Portland again proves that everybody loves the miles. That was a jam-packed crowd up there and the pros gave them a typical display of close riding and passing in the Main Event.

All mile nationals are up for grabs and the non-national at Santa Rosa on July 30th and the annual Sacramento miler in September will be no exceptions.

Jimmy Odom has now proved his ability on Honda at Daytona, Triumph at Tulare and Castle Rock and now Harley-Davidson at Portland. The kid was lucky this time but still is the first across the line. That's racing.

Odom comes into Ascot this Saturday night, back on Triumph, as the big favorite to win his 4th straight Amateur title.

Another Chance For Skip

Van Leeuwen gets another shot at winning his first national and this time it may happen. Look for Dave Palmer again to play the role of spoiler and he could win it if Sandy Sanborn and Jack Simmons work the wrenches the right way on the Norton.

The riders shoot for a near $7,000 purse this Saturday night at Ascot. The TT's have come a long way since the days of a five dollar bill and a trophy.

Mulder will try to be the first to win two national TTs in a row at Ascot but is not having his best year. If he gets to the front early and builds a big enough lead he may do it again.

All Novice riders who are riding this coming weekend are reminded that it is TT time on Friday night and time to watch and learn from the big brothers on Saturday night.

The Ascot national will be the last one out this way until September. Then it is again four in a row.

RRC CHIEF TO ADVISE DMV

by Robert O. Fee

Bob Adsit, chairman of the So. California Road Riders Committee will attend a seminar of DMV License Examiners, July 22nd in Long Beach. The examiners are meeting to discuss methods and techniques of conducting tests for the new class IV motorcycle operator licenses being initiated in AB 978. Only 8 of all the state examiners have had experience with motorcycles and the group desires some outside advice and suggestions to consider.

Along with Adsit, who will attend the meeting on his Harley-Davidson Big Twin, the Honda Company will send a representative with a smaller road machine. The examiners hope that by comparing and contrasting the two machines and the experiences of their riders, they will be able to adjust the license examinations to take into account the different operating characteristics of the various sizes of motorcycles.

PROGRESS REPORT or: You Can't Keep Good Men Down

Bill Boyd, the Northern Calif. AFM personality who lost a leg to a traffic accident is back on two wheels with a specially fitted Yamaha.

Walt Fulton Sr., the AMA committeeman and Suzuki executive is back on the job after suffering a broken hip from a freak test-riding accident.

MAYNARD HAS MODERN M/C POLICIES

John Maynard of Maynard Insurance of Los Angeles advises us that they have purchased all the motorcycle business of Insurance of San Pedro, Calif. Modern will continue in the insurance business but not in the motorcycle aspect.

John states that dealers or policyholders with policies in effect at Modern should contact Maynard for any service. His company is listed every week in the Dealer and Services Directory under "Insurance."

SAN PEDRO MOTORCYCLE CLUB WISHES TO THANK

The shops listed (alphabetically) below were good enough to donate the gift certificates awarded to the riders in each class accumulating the highest points (moto cross fashion) in our races on June 11 and July 9. We are sure they didn't expect to get much for their contribution but as it turned out, we didn't get a chance to give them even one plug over the P.A. Please help us show our appreciation by your patronage and a Thank You.

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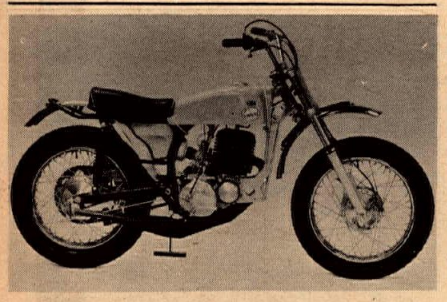

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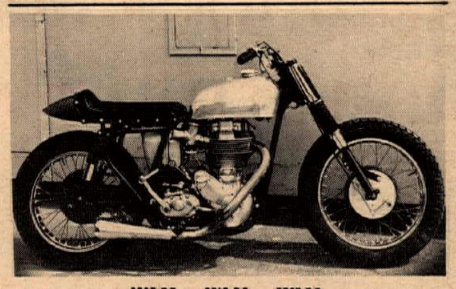

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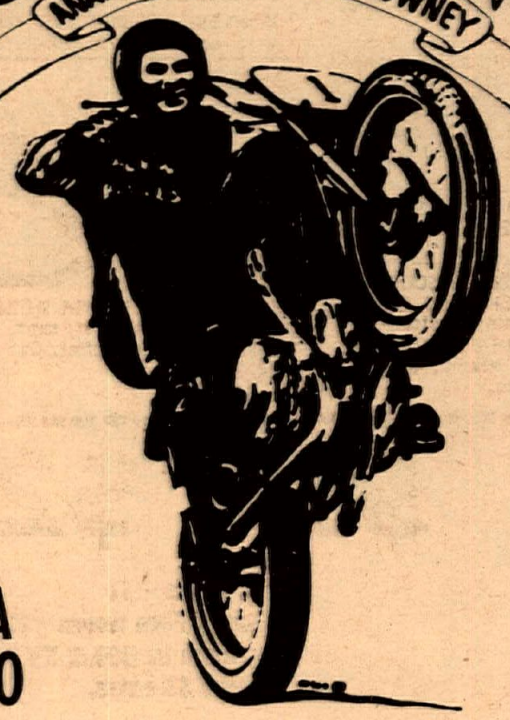

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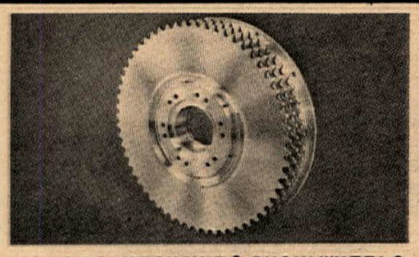

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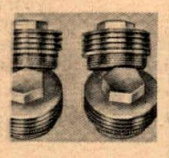

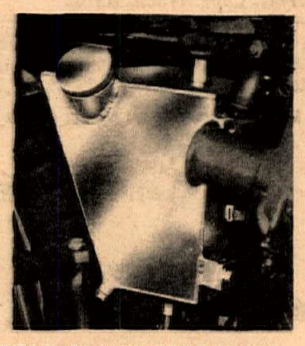

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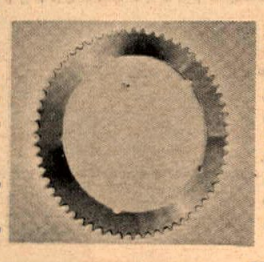

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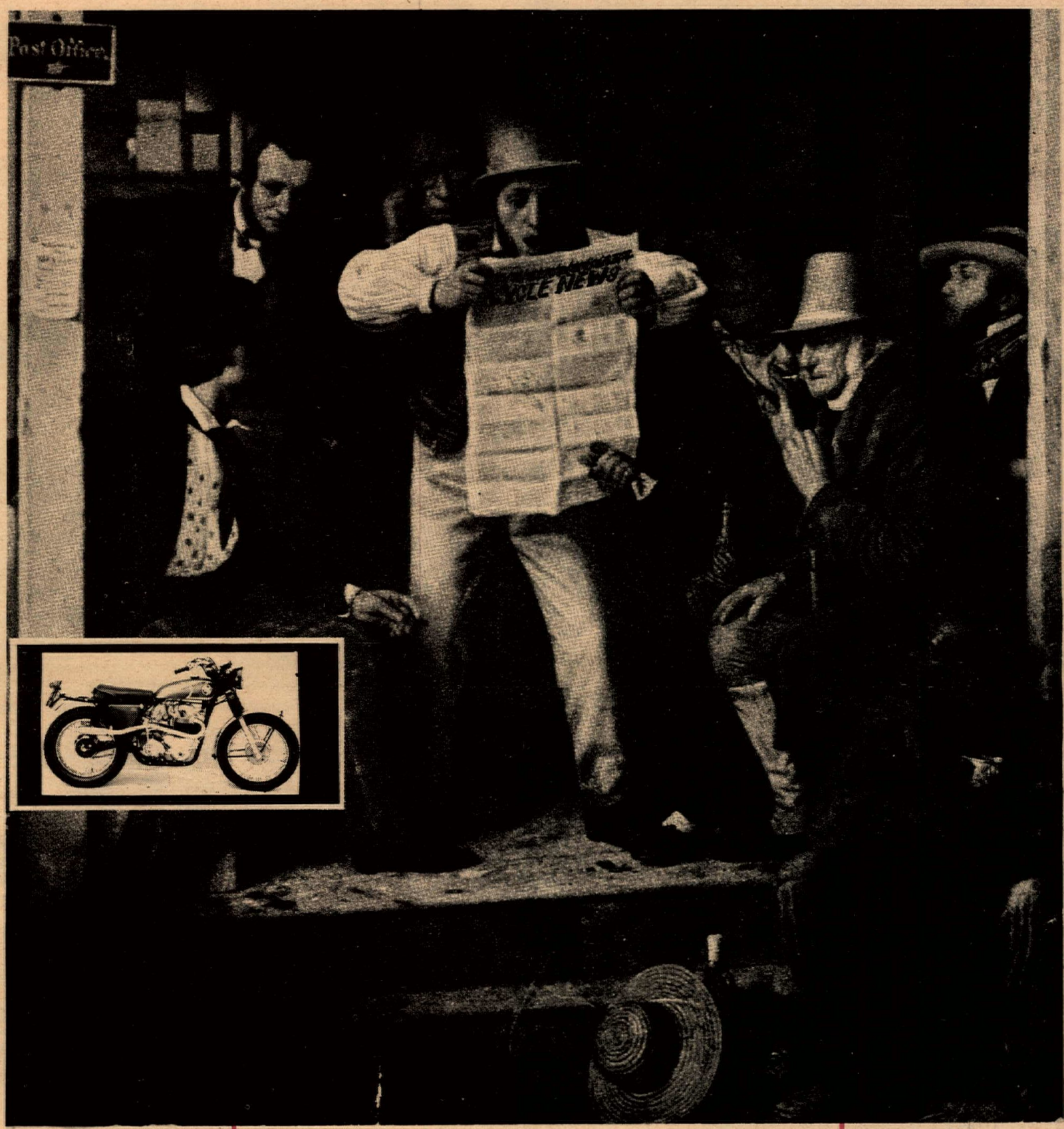

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